

The Hongkong Telegraph

(ESTABLISHED 1851.)

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WEATHER FORECAST

FAIR

Barometer 29.88

May 21, 1914, Temperature 6 a.m. 82, 2 p.m. 90
Humidity 84

May 21, 1913, Temperature 6 a.m. 79 p.m. 81
Humidity 95 85

2802 晚七式月四年寅甲

THURSDAY, MAY 21, 1914.

四拜禮 號一二月伍英海曆

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

ALBANIAN SITUATION.

A BRIGHTER OUTLOOK.

(Reuter's Service To "The Telegraph.")

London, Received May 21.
The situation in Albania is clearing somewhat.

The Prince, suspecting Essad Pasha, who was largely increasing his personal bodyguard and following generally, was playing a double game, sent gendarmes under Dutch officers, with quick-firing guns, to arrest him. Essad Pasha was eventually handed over to the Austrian and Italian naval commanders, who meanwhile, at the instance of the Prince, landed a considerable force, which is now guarding the Palace.

Essad Pasha is supposed to have encouraged a march of armed peasants upon Durazzo, but this is uncertain.

The Albanian Cabinet has resigned.

No Cause for Alarm.

Replying to a question in the Delegation, Count Berchtold, the Austro-Hungarian Foreign Minister, recounted the incidents at Durazzo and added that so far he had been unable to judge their significance, but such incidents were to be expected in a newly organized Balkan State. There was, he added, no reason to draw far-reaching unfavourable conclusions from the events at Durazzo.

Essad Pasha's Promise.

Essad Pasha has been transferred to an Italian steamer and deported to Italy. He has promised not to return to Albania without the Prince's permission.

A Denial.

Reuter's correspondent at Rome says it is denied that Marquis Giuliano, Foreign Minister, and Signor Giolitti, the Premier, are going to Durazzo.

An Indignant Press.

The Durazzo Press is indignant at the arrest of Essad Pasha. The *Giornale Italia* declares that Essad Pasha favoured an Alliance with Italy, and that the guns levelled at his house were Austrian.

The *Tribuna* hopes that the Prince did not allow himself to be misled.

Reuter's correspondent at Vienna states that the Austrian cruiser Admiral Spaun has been ordered to Durazzo.

Turkhan Pasha, the Albanian Premier, has arrived at Vienna and presented his portrait to the Emperor Francis Joseph in a gold frame encased in diamonds and rubies.

SALMON FISHERIES.

JAPANESE COMPETITION.

London, Received May 21.

Reuter's correspondent at Victoria, British Columbia, states that owing to the Japanese dominating the salmon fisheries on the Fraser River, a White Fishermen's Protective Association has been formed to endeavour to prevent the issuing of licences to Asiatics. The Japanese have been underselling the white fishermen and making a profit of \$200,000 annually on Fraser Fisheries.

TELEGRAMS.

MEXICAN TURMOIL.

THE SITUATION VERY GRAVE.

(Reuter's Service To "The Telegraph.")

London, Received May 21.

Reuter's correspondent at Mexico City states that the situation is considered most serious. A rising is momentarily feared, and great distress is being felt, the rich distributing meals to the poor.

Reports state that the Federals have suffered defeats in towns to the north of the capital. Sir Lionel Caruana, British Minister, has had a three hours conference with President Huerta.

The Mediation Negotiations.

Reuter's correspondent at Niagara states that the Mexican mediation negotiations have opened there. President Wilson is in close touch with the American delegates by means of a special telephone, whereas the Mexicans are only able to communicate with their Government by cable, which is subject to delays.

The Brazilian Ambassador, who is presiding, trusted that the hopes of the delegates would be realized, and that the progress of civilisation in America would not be interrupted by the disaster of war between the sister nations. Reuter's correspondent at Mexico City states that President Huerta announces he has authorized the Mexican delegates at Niagara to submit his resignation, if necessary as a solution.

SLEEPING SICKNESS.

COMMITTEE'S SUGGESTIONS.

London, Received May 21.

The report of the Sleeping Sickness Committee urges the necessity for further experiment and research, and deprecates, without fuller knowledge, any drastic action like a general destruction of wild animals. It advises, however, the removal of game from villages, trade routes, etc., and that settlers and natives be allowed to hunt in prescribed areas. It does not recommend the repopulating of the infected zone in Uganda until further knowledge is acquired.

NEW ULSTER 'PLOT.'

NATIONALISTS INDIGNANT.

London, Received May 21.

The Nationalists claim to have discovered a great Unionist plan to bring Londonderry and other districts under the Ulster Provisional Government.

Consequently Nationalist Volunteers have offered to assist the police and military in resisting such an attempt, and have asked Nationalist M.P.s to assure Mr. Asquith that thousands of driller Volunteers will assist the forces of the Crown.

WELSH CHURCH BILL.

NATIONALISTS SECURE ITS PASSAGE.

London, Received May 20.

Seventy-seven Nationalists voted with the majority on the Welsh Disestablishment Bill.

[The Bill was passed a third time under the Parliament Act by 328 votes to 251—a majority of 77.]

TELEGRAMS.

THE DERBY.

THE LATEST QUOTATIONS.

(Reuter's Service To "The Telegraph.")

London, Received May 21.

The latest betting for the Derby, to be run on Wednesday next, is:—

13 to 8 against Kennymore.
10 to 1 against Brakespear.
100 to 6 against Carancho.
20 to 1 against Carrickfergus.
20 to 1 against Polygraph.
50 to 1 against Evansdale.

HOME CRICKET.

London, Received May 21.

Middlesex beat Sussex at Lord's by 289 runs.

Kent beat Somerset at Taunton by 103 runs.

Warwickshire beat Leicestershire at Birmingham by 258 runs.

THE TETRARCH.

RACING DAYS OVER.

London, Received May 20.

The *Times* says it has been definitely decided that the Tetrarch shall not race again, and the horse goes to stud next season, probably in Ireland.

RUBBER REVIEW.

[From The Times.]

It is somewhat curious that there is still a widespread belief in the danger of the production of plantation rubber outstripping the consumers' demands. There seems to be in reality no such danger, at least until the present planted area has been largely increased and the increased area brought into bearing. And as no large increase in planting is at present taking place, or likely to take place for a long time to come, this question is practically shelved for the next 10 years. Last year only about 40 per cent. of the world's requirements came from plantation sources, and 60 per cent. from wild production. This year the proportion would be about half and half if the supply of wild rubber should be maintained, but it is extremely probable that it will fall off owing to the unremunerative price, and the total production may not exceed that of last year.

What is interesting to most people is the immediate future of the rubber industry, and I think there are probabilities in this direction which are as yet not appreciated.

The Year 1913 Exceptional. 1913 was an exceptional year. Owing to the strike and floods in America and the restriction of financial facilities the consumption in the United States was reduced in the spring by about 15,000 tons, and allowing for subsequent partial recovery it is estimated by at least 5,000 tons on the completed year. This was sufficient to upset the balance for the time being, and gave an opportunity to the buyers, of which they made the most, and the slump of last summer was the consequence. But for this accidental interference with the status quo ante we should probably have seen the 4s. price maintained. But that as it may, there is little doubt that the slump will have a considerable further effect upon the supply for 1914.

Plantation rubber may be affected to a small extent by restricted tapping, but wild rubber has already begun to show the result to be expected, and supplies for 1914 will probably be reduced by a quantity equalling the natural increase from the plantations. If this should be so, and the total production for 1914 should only about equal that of 1913, a shortage of 10,000 to 15,000 tons may be seen, a quantity which the existing stock would be quite unable to make good. And it is not easy to see how such a depletion in the stock could be rectified even in 1915, for it seems to be fairly evident that a 10 per cent. increase in consumption will practically absorb the increase which can be expected from the Mid East, the rest of the world being unable to respond to the growing demand. Moreover, the latter may possibly refuse to be limited to 10 per cent.

The net result of all these considerations seems to be that for at least 10 years to come the minimum price of plantation rubber must be the equivalent of the average cost price of the wild rubber which will have to be supplied in order to make up the total quantity required by the consumers. According to all the best authorities, this basis price cannot be less than 2s. 6d. It may very likely be more.

TELEGRAMS.

DERBYSHIRE ELECTION.

A UNIONIST GAIN.

(Reuter's Service To "The Telegraph.")

London, Received May 21.

The bye-election at North-East Derbyshire, necessitated by the death of Mr. W. E. Harvey (Labour), resulted as follows:—

Major Bowden (U.) ... 6,489.

Mr. Houlston (Lib.) ... 6,155.

Mr. Martin (Lab.) ... 3,669.

U. maj. over Lib. ... 314.

[At the last election Mr. Harvey had a majority of 1,750, the figures being:—Mr. Harvey (Lab.), 7,838; Mr. Court (U.), 6,088.]

LIBERAL'S SECESSION.

OBJECTS TO INSURANCE ACT.

London, Received May 20.

The ex-Chairman of the Ipswich Liberal Association has seceded from the party on the ground of the Insurance Act. He employs a thousand workers.

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Valuations of Properties. More than three years ago, I pointed out in *The Times* that the market valuation of shares in what were then called "the Consols of the rubber market" would have to be reduced by, roughly, 70 per cent. within at any rate seven years.

I may now suggest that an appreciation of 100 per cent. to 200 per cent. may with equal reason be anticipated in the shares of those companies which will be able to earn £30 per acre or more upon a market valuation of £100 per acre. This is also a bold prophecy, but the governing conditions appear to me to be as well defined as they were upon the former occasion.

In full production of 400lb. per acre, which is a moderate standard for good estates, at an "all in" cost of 1s. per lb., which will undoubtedly be attained in very many cases, an estate should make a net profit of £30 per acre. To pay 10 per cent., which is perhaps a reasonable return to expect from capital invested in tropical agriculture, such a

TELEGRAMS.

MR. ROOSEVELT.

TIRED OF OFFICIAL LIFE.

(Reuter's Service To "The Telegraph.")

London, Received May 20.

Mr. Roosevelt has arrived at New York comparatively well after his expedition, though his weight is fifty pounds below the normal.

He denied that he was willing to run for the Presidency in 1916. He would not even accept nomination for the Governorship of New York.

ASIATIC EXCLUSION.

FEELING IN BRITISH COLUMBIA.

London, Received May 21.

A *Times* message from Toronto with reference to the approaching arrival of Indians at Victoria, British Columbia, aboard the Komagata Maru, says British Columbians are determined to prevent their landing.

British Columbia members of Parliament are united in favour of the absolute exclusion of Indians, Chinese and Japanese, and they believe that no Government will resist the unanimous demand of the Pacific Province.

plantation as that just mentioned should have a market valuation of £300 or at 15 per cent. £450, per acre. At the present time there is scarcely a company whose shares are so valued. Those which come nearest to it are perhaps more prominent, relatively, than they deserve, owing to the attraction of their immediate dividends rather than to their ultimate prospects. But among the class of young producers, whose comparative merits I have always advocated, there are many already paying dividends and rapidly maturing whose present market valuation must almost inevitably appreciate to the extent I have suggested. The three necessary conditions are so simple: an average production of 400lb., an average cost of 1s., and a selling price of 2s. 6d. The first and second appear to be practically assured, and the third, as I hope I have succeeded in showing, is likely to be a minimum rather than average.

SOUTH AFRICAN BUDGET.

General Smuts and the Diamond Industry.

Cape Town, April 24.

General Smuts, Minister of Finance, introduced the Budget in the Union House of Assembly to-day. He gave figures which showed that the expenditure for 1913/14 amounted to £16,481,000, and the revenue to £15,794,000, a deficit of £687,000, as against the estimate of £1,207,000.

This improvement, he said, was mainly due to the increase in the Customs and Excise receipts and in the revenue from diamond taxation. This balance of the revenue for 1910/11—namely, £333,000—would, he said, be applied to wipe out the above and there would then be a net deficit left of only £24,000.

Referring to the increase in the revenue from diamonds General Smuts emphasized that stable conditions were necessary for the prosperity of the industry, and announced that a conference of producers would be

TELEGRAMS.

ULSTER GUN-RUNNING.

EARL AS CHARTERER.

(Reuter's Service To "The Telegraph.")

London, Received May 21.

Mr. Herbert Holman, an insurance broker, who is the prospective Liberal candidate for Mid-Devon, in a speech at Abbot's, Kerwell, disclosed that the Government seized two ships which were concerned in Ulster gun-running. The charterer of one of these ships was an Earl, who would probably have to pay the value of the ship to the owner.

OBITUARY.

MR. W. A. WRIGHT.

London, Received May 21.

The death is announced of Mr. William Aldis Wright, M.A. LL.D., D.C.L., Litt. D.

[The deceased was Vice-Master of Trinity College, Cambridge, from 1888 to 1912. He was contributor to Smith's Dictionary of the Bible, 1860-63; Secretary to the Old Testament Revision Company, 1870-85; and joint editor of the *Journal of Philology* from its commencement in 1888. He was also the author of numerous publications of a literary and theological nature.]

held with that object in June. The German Government, he said, would participate in the conference.

The Minister of Finance showed that taxation to the total amount annually of £852,000 had been remitted since the establishment of the Union. The funded debt on March 31 last, he said, amounted to £117,871,000, and the floating debt to £7,308,000, against £105,563,000 and £11,072,000 respectively. On March 31, 1913, the total debt was £124,980,000 as compared with £116,502,000 at the time of the Union.

General Smuts estimated the expenditure for 1914-15 at £18,668,000 an increase of £187,000 as compared with 1913-14, for which the services of the public debt and the provincial administrations were largely responsible. He estimated the revenue at £15,707,000, excluding the Betsarplatzen, leaving a deficit of £2,961,000. Half of the Betsarplatzen, however, would be available to meet this and the actual deficit would be £711,000.

Arabs and English Justice.

Two Arabians were charged at Reading on April 20 with attempting to steal a motor-car, the property of Miss Caroline Martin. The prisoners, through an interpreter, absolutely denied attempting to steal the car, and said they were ready to be beheaded if they did such a thing. They made signs to the magistrates by tapping their necks with their hands. The Bench discharged the prisoners for this offence, but on a charge of begging sentenced them to seven days' hard labour. The prisoners protested their innocence and said if they were guilty they were quite ready to serve two years or to be beheaded.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

(Reuter's Service To "The Telegraph.")

Latest cricket results are given to-day.

Kennymore is still the favourite for the Derby.

The situation in Albania is clearing somewhat.

Mr. Roosevelt has arrived in New York comparatively well.

It has been definitely decided that The Tetrarch will not race again, but will go to the stud.

The Mexican mediation negotiations have opened at Niagara.

The situation in Mexico City is most serious, a rising being momentarily feared.

The water in the holds of the s.s. *Sumbia* has been pumped out and the vessel goes into dock tomorrow.

The report of the Sleeping Sickness Committee deprecates without fuller knowledge any drastic action.

Essad Pasha has been deported to Italy and promises not to return to Albania without the Prince's permission.

The three-cornered fight at North-East Derbyshire resulted in the return of the Unionist candidate.

Owing to Japanese dominating the Fraser River salmon fisheries a White Fishermen's Protective Association has been formed.

British Columbian M.P.s are united in favour of the absolute exclusion of Indians, Japanese and Chinese.

If the report on the Hwai Conveyance scheme is favourable, Messrs. White and Co., the American contractors, will provide the funds.

Nationalists claim to have discovered a great Unionist plan to bring Londonderry and other districts under the Ulster Provisional Government.

The Childer piracy case was further heard at the Police Court this morning.

The annual meeting of the Hongkong & A. was held last evening.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 8.00 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 8.00 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

Tuesday May 26.
Crown Land Sale, P.W.D.—3 p.m.

R.K. Horticultural Society's Meeting.

Wednesday May 27.
Peak Tramways Co., Ltd., meeting—noon.

Thursday May 28.
Star Ferry Co. Ltd. Meeting of Shareholders—12.30.

Friday May 29.
Dragon Boat Festival.
Pan Hong Hotel Co. Ltd. Extraordinary General Meeting—2 p.m.

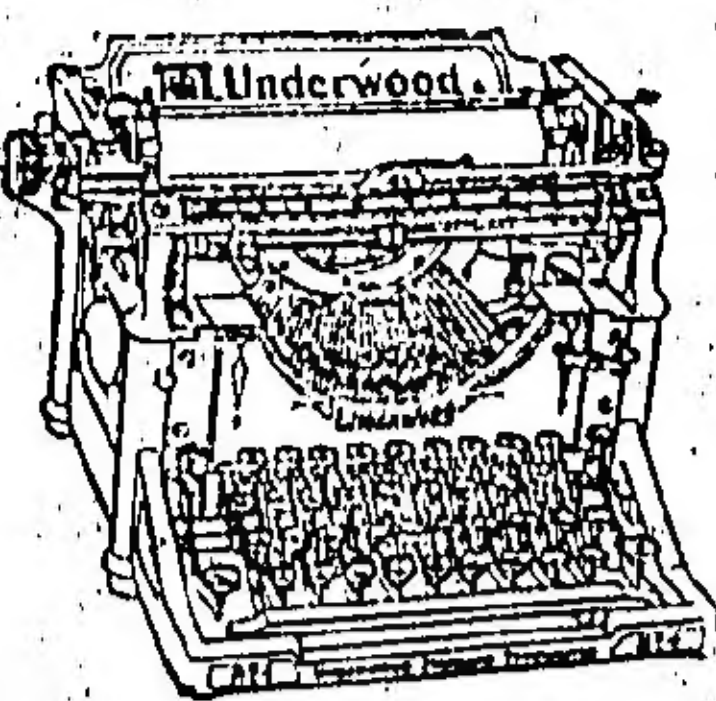
Saturday May 30.
Second Gymkhana Meeting.
Thursday June 4.
Hongkong Fire Insurance Co. Ltd. Extraordinary General Meeting.

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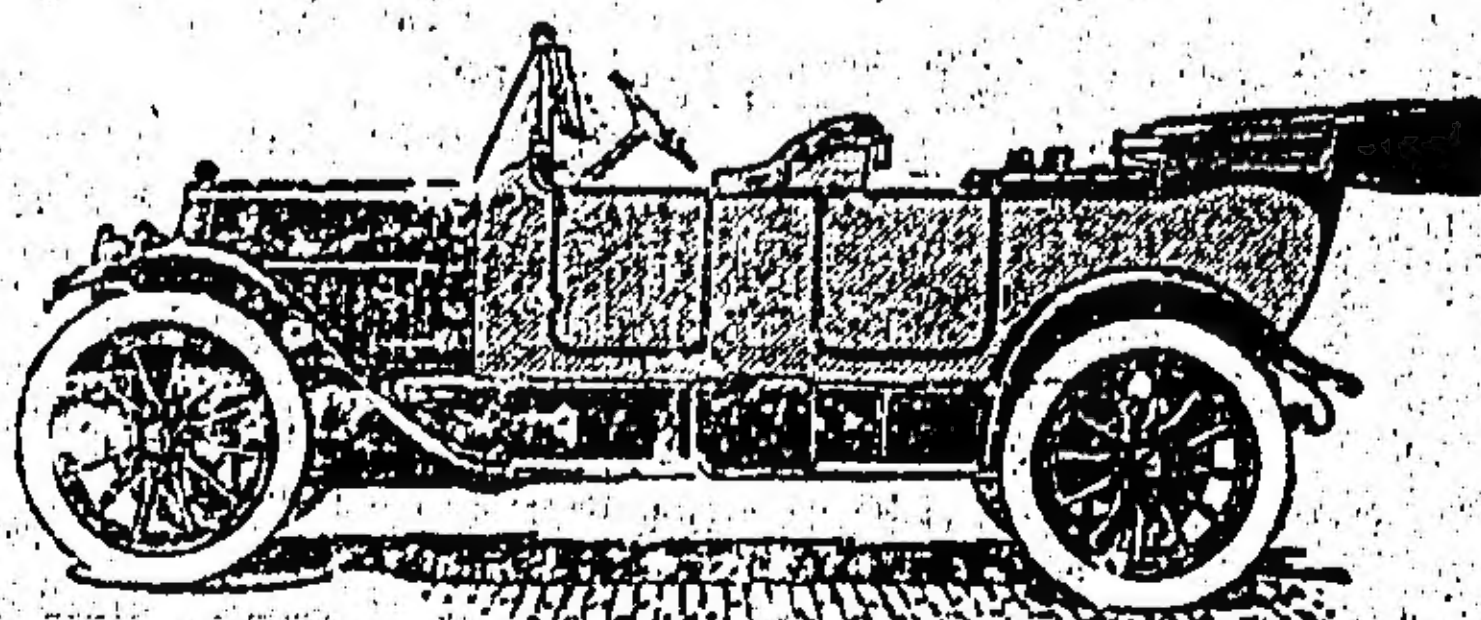
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South China Morning Post.

China and the Postal Union.
Mr. Piry's experience of postal matters in China is long; he was originally Postal Secretary when postal matters were part of the Customs and were directed by Sir Robert Hart. Subsequent to Sir Robert Hart's retirement, Liang Shih-yi attempted to curtail Mr. Piry's authority, but a protest by the French Government was wisely upheld by Yuan Shih-kai, and to-day Mr. Piry receives the greatest possible support on all sides. Here again, then, is an example of the wisdom of China in leaning upon foreign advisers. The extension of mail revenues that is expected to follow the complete reorganisation of the system in making it uniform with those of other countries who subscribe to the Postal Union has a far better prospect of success under the administration of a foreigner of experience than it would under a Ministry—be it never so powerful—and it is devoutly to be hoped that the ever-changing personnel of authority in Peking will be satisfied to leave well enough alone, and permit Mr. Piry to remain the Heniker-Heaton of China.

Daily Press

Taxation Reform in China.
We notice that the Finance Minister's main hope of avoiding a deficit in the Budget rests upon the success of an effort on the part of the Provinces to force officials to accept Provincial bonds in part payment of salaries, and to resort to some compulsory means of forcing them upon the market. If that represents the only prospect of balancing the Budget, then it would seem a rotten road to rely upon. Officials in China are not so well paid that they can afford to accept part of their salaries in Provincial bonds of doubtful value, and forcing them to do so would be unlikely to make for greater honesty in the service. The starting point of all taxation reform in China must be in measures to ensure an honest and incorrupt Civil Service. It must be a well paid service, so that inadequate pay shall afford no excuse for dishonesty; an efficient audit system should be instituted, and exemplary punishment should be meted out to any and every official who misappropriates the public funds to any extent whatever. If this was done and the old taxes systematically collected, it is highly probable that there would be no occasion to impose the new taxes.

China Mail.

Torrent Turned with Tiny Twigs.
A writer, in the course of an able article in "Engineering," says that the development of the trade of the port of Rangoon in recent years has been extremely satisfactory, but the prospects for the future were jeopardised by the fact that the river, on which its success depended, was leaving the town, and that sandbanks were forming in the hitherto valuable reaches. This was due to the fact that just above the town the river changes its direction at almost right angles, from a north-south course to one east-west. The current, which flows at from 4 to 6 knots, had gradually eroded a channel for itself, as was natural, on the outside of the bend. Rangoon is situated on the inside of the curve, so that the deepwater channel moved from close in front of the town over to the far side of the bend. At the same time, on the area in front of the town sandbanks were forming in the slackwater. Nor was this all. The deepwater channel as time went on cut further and further into the south bank at the bend, widening considerably the river bed at that point.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.
ALEXANDRA CAFE.

GENERAL NEWS.

Whist Drives for Profit.
The Head Constable of Liverpool made a public statement last month giving warning that the police intend to take proceedings in cases where they consider whist drives are being organized and run purely for the profit of the promoters.

New Recipe for Cheese.
Lecturing at the Royal Institute of Public Health last month Mr. Josiah Oldfield said that he had learnt from a Hindu lady with whom he had once stayed in India an admirable recipe for making digestible cheese. It was this: "Put a pint of fresh milk on the fire; meanwhile squeeze the juice of a lemon or two in a cup, and when the milk commences to simmer empty the contents of the cup into it and give it a stir. In three minutes the curd will separate from the whey. Pour contents into a piece of muslin, and hang it up for an hour."

Dr. Oldfield declared he had travelled thousands of miles on this form of cheese.

Strike of Cricket-Ball Makers.
A strike of cricket-ball makers has been declared at Tonbridge and the adjoining districts, which supply the bulk of the cricket balls used throughout the country. Mrs. Wisden, who have a factory at Tonbridge, are the firm most affected, but men have also come out from cricket-ball factories at Peashurst and Small-borough. The men, whose present pay averages under 30s. a week are demanding an increase of 5s. per dozen balls. Between 200 and 300 men are affected.

Scarlet Cassocks.
The Rev. W. G. Penman, vicar of St. Mary, Shrewsbury, where the choir have recently been provided with scarlet cassocks, states "for the benefit of any of our dear critical friends," that "the red cassocks do not denote anything whatever in the way of 'High' or 'Low' or 'any other' Church, but are simply those which appertain to a Royal foundation."

Vast Omnibus Traffic.
Mr. John O'Connor, M.P., speaking at the annual staff dinner of the London General Omnibus Company, said that during the recent holiday season in four days the company's omnibuses carried 5½ million people. Mr. C. J. Cater Scott, chairman of the company, said that last year the company's omnibuses carried 576 million passengers—rather less than half the population of the world. That meant that they had carried the whole population of London 100 times in a year. The fares paid amounted to three millions sterling. He paid a warm tribute to the extraordinary skill with which the drivers navigated the omnibuses through the busy streets.

Caspian Sea Sinking.
The scientific world in Russia has for some time been occupied with a curious natural phenomenon. The surface of the Caspian has, since June, 1910, been continually sinking, and is now beginning to be inconvenient for navigation, as steamers in many places cannot reach the landings.

Professor Shk-l-ki, commissioned by the Government to study the subject, has ascertained that the amount of water absorbed by the rivers flowing into the Caspian, especially by the Volga, has been steadily diminished. It is his firm belief that the river is not sufficient to make good the loss caused by evaporation.

Building a New Spine.
Substitution of healthy bone for five diseased portions of the spine of a twenty-year American girl has resulted in the complete cure of an affection that prevented the patient from holding her head erect. The operation was considered to be a new one. Five weeks were required in the delicate process of transferring healthy bone from five parts of the patient's body to take the place of the faulty structure cut from the spine, says the Philadelphia Record. Examination by surgeons determined five places at the top of the spine where the delicate bony structure had become deranged. In the five weeks of treatment the faulty bone and tissue were cut away and gradually substituted by the fragments of bone cut from the young woman's arms and legs.

SHIPBUILDING RIVALRY.

British Opinions on German Competition.

We print below opinions from British shipbuilding centres on Herr Ballin's complaint that only Germany's "money policy" keeps German shipbuilding back and that in efficiency and cost the German yards compare favourably with "the very best British performance."

It is as well to remember that the German shipbuilding industry is a comparatively young one and that the wonderful development of the German mercantile marine would never have been possible but for the work of the British shipyards. For example, the fleet of the Hamburg-America, of which Herr Ballin is managing director, consists of more than 200 ships, and, using the latest volume of Lloyd's Register, we find that of the first 20 ships of over 1,000 tons no fewer than 13 were built in British yards. The 20 ships are the first in alphabetical order, after excluding two large British-built boats, one of which has been lost since the list was compiled and one has been sold, and two small steamers, one of which was built at Kiel, while the origin of the other is not stated. There is no reason to suppose that an investigation of the origin of all the 200 ships would not show somewhat similar results, in spite of the large amount of work given in recent years by the Hamburg-America to the Hamburg firm of Blohm and Voss.

We know that the German yards are now able to produce fine ships, but it is understood that many of the later orders to British yards were accompanied by a stipulation that when delivery was made the plans should be handed over. The German builders have proved themselves apt pupils; but in recent years, at any rate, their competition has not been serious. For, until quite lately, the British yards, though unfavourably affected, it is true, by the workmen's attitude, have had more orders than they could see their way to execute.

Our informants consider that, though German competition is severe, Great Britain is still well ahead.

Glasgow.
The general impression created among Clyde shipbuilders by Herr Ballin's remarks is that it is an attempt to advertise and harm the German industry. One shipbuilder who knows Herr Ballin personally stated that he believed the article to be an inspired one. He did not regard seriously the statement about the quality of German ships, although he admitted that they turned out very good work. But whereas in Great Britain the occupation of shipbuilding was almost hereditary, generation following generation in the same trade so that the workmen acquired an instinctive ability, in Germany builders had to take their workmen from the streets and train them.

So far as prices were concerned, he declared that the Germans

could not turn out the same work at the competitive prices that prevailed here. There had been a drop in the placing of orders in this country, so that better deliveries could now be given. Deliveries might be more trustworthy in German yards, which were practically standing idle now, but the British yards in a short time would be in practically the same position unless trade revived somewhat. Other builders declared that the reason why the orders of the whole world went to Great Britain was because this country had built up a reputation for good workmanship and trustworthy vessels, such as no other country had yet been able to make.

Newcastle-on-Tyne.

A Tyne shipbuilder said it was quite true that bad time keeping among workmen in English shipyards was driving orders out of the country. Moreover, the demand for skilled labour in the yards was so great that workmen could not be had. During the last depression, four or five years ago, many good craftsmen emigrated to America, and the Colonies, and this had depleted the ranks of labour. When the boom came, there was immediately a marked shortage, and this had continued ever since. Germany was selling shipyard material very cheaply in this country just now, but whether they were selling it as cheaply to home consumers he could not say. The German workmen worked longer hours and with greater regularity than did English workmen, and therefore it was possible they could guarantee more punctual delivery. He believed, however, it took longer to build a ship in Germany than in this country, and the shipyards there were not sufficiently numerous to cope with all the vessels Germany needed in her mercantile marine. At the present time English yards were full of work, but it did not do for us to get too conceited about it, for many foreign countries, with Germany as the leader, were ruining us harder and harder every year for shipbuilding work.

Liverpool.
Little interest has been aroused among Merseyside shipbuilders by Herr Ballin's criticisms. One builder admitted that there was a certain amount of truth in Herr Ballin's statements regarding the conditions now prevailing in British dockyards, and others declined to offer any opinion.

Workhouse Bride's Ring.
The Lewes Board of Guardians have decided to present a wedding ring to a female inmate of their workhouse who is anxious to be married. The Workhouse Master stated that a lady visitor was willing to pay the wedding fees, and that he had five wedding rings of dead persons in his possession. The Board approved his giving one of these rings to the girl.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

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3rd Floor, Alandra Building,
Hongkong, 2nd Oct., 1913 [21]

TO LET—"LA HACIENDA," No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

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TO LET.—From April 1st. The First Floor of No. 25, Des Voeux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE Co.

TAPPING ON CELL WALLS

St. Petersburg, April 17.
Telegrams from Kherson give details of the mutiny in the convict gaol there, which resulted in the escape of about 100 convicts, and five others being dangerously wounded.
It would appear that the convicts in different cells had been found communicating with each other by means of tappings on the walls. The Governor of the prison ordered that they should all be most minutely searched. The inmates of one cell refused to be examined and fell upon the two warders entrusted with the duty, barricading the door.
The military guard was called out, and with some difficulty forced an entrance into the cell. Two warnings were given without effect, and then the soldiers fired a volley into the crowd of convicts, with the above-mentioned result.
—Reuter.

Shot Through the Temple.
The death has occurred of Mr. E. A. Cook, traffic manager of the F. M. S. Railway. He was found on May 12 lying in a long chair in his compound with a bullet wound in the temple. He had recently been suffering from nervous and mental depression. Mr. Edward Arthur Cook was 50 years of age. He came to Persia in 1892 as traffic agent of the Persia State railway, and became its manager in 1907 of the F. M. S. Railway.

TO LET.

TO LET.—From 1st July 1914. In Canton on Shameen Lot. 55. The premises now in the occupation of the Bank of Taiwan Ltd. Apply to, DAVID SASSOON & Co. Ltd. Hongkong.

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TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached, Nathan Rd., Kowloon. Kowloon Marine Lot No. 48 with Wharf. Flat in Nathan Rd. Kowloon. Apply to
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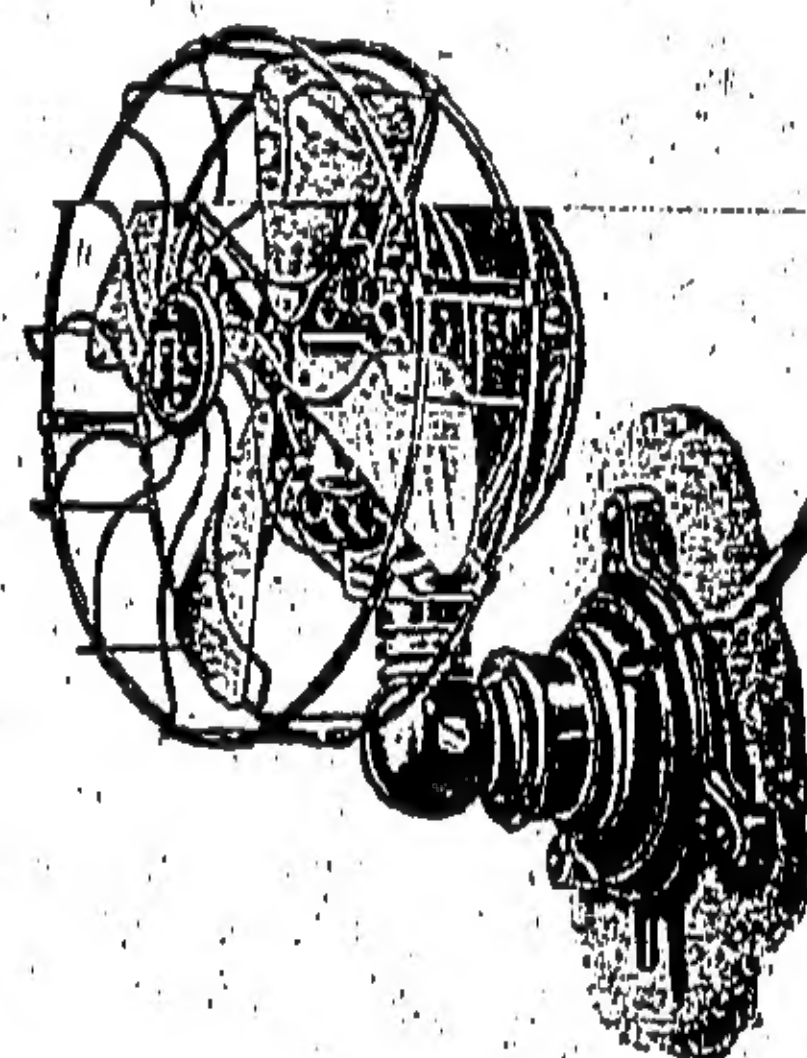
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(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

BIRTHS.

TURNER.—On May 13, at Creighton, Tanglin Road, Singapore, the wife of A. H. Turner, of a son.
AGNEW.—On May 14, at "Tilton," Singapore, the wife of Andrew Agnew, of a son.

It is the policy of this paper to publish correct information, to serve the truth and print the news without fear or favour.

本報宗旨在於報導事實，公正無私，不偏不倚。

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition Western Union.

The Hongkong Telegraph.

HONGKONG, THURSDAY, MAY 21, 1914.

CANTON NOTE REDEMPTION.

The news, published in a special cable in our columns yesterday, that the Chinese Government had agreed with the Quintuple Group of bankers for a loan of one million sterling for the redemption of Canton notes has naturally created a deal of interest in business circles in the Colony. If the Canton note problem can be solved, trade between this Colony and the province of Kwangtung should quicken into new life, and the matter is therefore one of the utmost importance to Hongkong equally with Canton. Satisfaction is felt at the statement that the Government has accepted the bankers' conditions. These were that the money be employed solely for the redemption of notes in Kwangtung, that the scheme be administered by a committee of three foreigners and three Chinese, and that the operation of the redemption be supervised by two foreign and two Chinese cashiers.

That the scheme is to be carried out under a certain amount of European control is sufficient guarantee that the problem will be dealt with uprightly and with an honest desire to obtain the best results. Until further details are to hand, however, it would be unwise to build too high hopes on the prospect now opening out. The success of the scheme will depend very largely upon how many notes are put into circulation. We should fancy, however, that the committee, guided by the advice of the bankers advancing the loan, will be shrewd enough to avoid the old fault of over-issuing notes. To issue note for note would not solve the problem at all. Equally, the question of whether the old notes shall be bought back at their face value or at a discount is of much importance, and it is to be hoped that some announcement will be made on this point.

If it is proposed to buy back the old issues at dollar for dollar the loan is insufficient. There is the equivalent of something like three millions sterling floating about in Canton notes. If, again, it is intended to buy back the notes at the prevailing rate of discount, those who have purchased and held up the notes as a speculation are certain to do all in their power to force up the price; and it is not a comforting thought that even part of the loan is to find its way into the pockets of speculators. The wiser plan would be for the Government to make a definite announcement that each dollar note shall be bought back at a fixed figure and to adhere to that figure whatever happens. That would prevent speculation and would ensure a speedier solution of the problem. If speculation enters into the matter it may be, and almost certainly will be, unduly protracted. And with trade between Hongkong and Canton so dull, swift and certain handling of the matter is wanted.

Piracy Prevention.

To return again to the matter of piracy, we understand that a West River skipper in the month of June, 1913, received a "Private" letter from his agent, perhaps as a result of the previous attack on the Tai Oa, advising him that, with a view to the Prevention of Piracy, he might expect to receive, at any time, a surprise visit from the Police. We understand further that the first of such visits paid to his vessel was in the latter half of January 1914—seven months after receipt of the agents' notification—when she was stopped and searched by the police in Castle Peak Bay. It would be interesting to know why, if it is the case that in June last the Police considered it advisable to pay surprise visits to vessels leaving this port for the West River and coast ports and went so far as to notify the agents of such vessels of their intention, they delayed putting the idea into execution, at least so far as the vessel referred to is concerned, for so long a time. During that period piracy occurred on the American and Kwong Chai-wan which might have been prevented by the mere fact of the news having been circulated that the Police were in the habit of boarding and searching vessels after they had left the wharves. It would seem that the question of the responsibility for this apparent neglect rests upon the police.

Too Effective Muzzling.

All the dogs in the Colony were not muzzled yesterday, for we saw one or two running about head free in the old way. For the most part, however, the muzzling order was obeyed and Hongkong's dogs were probably wondering what had happened to them. The muzzle most generally favoured, so far as our observation goes, is one of wire which from the dog's point of view is about the most uncomfortable that could well have been devised. It muzzles him quite too effectively. All that is wanted in a muzzle is to prevent a dog from biting, and if it prevents him from drinking it is doing harm as well as good. A dog muzzled in this way is high in the air, and he is quite unable to drink if he wants to, until it is removed.

The Cycling Nuisance.

We wish to refer once again to the cycling nuisance in Kowloon, in the hope that by a constant pegging away at the matter the police will one day come round to the view that they have duties to perform in safeguarding the safety of the public. One evening this week our hopes were aroused by an incident in Nathan Road, but they were soon disappointed. A constable stopped one of the young hire-brained Chinese cyclists, and immediately a couple of foreign gentlemen came up and advised the officer to take the youngster into custody, stating that he had been rushing up and down the road at a reckless rate. The constable, however, merely examined the machine (for what purpose we do not know), said nothing to the foreigners, and then allowed the cyclist to go. When will the police realise their responsibilities, we wonder?

Asiatic Exclusion.

British Columbia feels very keenly over the Asiatic exclusion question, and from today's wires it will be seen that things are coming to a head in the Pacific Province. It would seem that the salmon fisheries have been largely dominated by the Japanese, who have been underselling the white men and making a profit of some \$200,000 annually on the Fraser River Fisheries alone. In these circumstances it is not surprising that a White Fishermen's Protective Association has been formed to endeavour to prevent the issuing of licences to Asiatics. A more delicate point, however, is raised by the determination of the British Columbians to prevent the landing of numbers of Indians who are bound for Victoria. Imperial issues here present themselves, but in face of the solidarity of British Columbian feeling on the matter, it seems more than likely that the Canadian Government will turn a sympathetic ear to the demands for absolute exclusion of all Asiatics.

DAY BY DAY.

ON TIED THURSDAYS WHEN THINGS LOOK HARD, A GATEFULS WIDE, THAT YOU THOUGHT WAS BARRED, WILL RELAX THEIR CLUTCH, ITS DONE WHILE YOU WAIT, WITH ONE LIGHT TOUCH—KEEP SMILING!

The Weather.

Lower level 8 a.m. Temp 84; sunshine.
At the Peak 8 a.m. Temp 76; sunshine.

The Mails.

English Mail.—Arrived per s.s. Devanha at 6 a.m. to-day.
Siberian Mail.—Due per s.s. India to-morrow.
Canadian Mail.—Due per s.s. Empress of India at 10 a.m. to-morrow.
Siberian Mail.—Closes per s.s. Devanha to-morrow at 11 a.m.
French Mail.—The French Mail of the April 21 was delivered in London on May 20.
Sent to the Pound.
Five dogs were sent to the Pound yesterday by the Police Stolen Watch and Chain.

A Japanese curio dealer living at 53, Praya East has complained to the police of the theft from his pocket of a silver watch and chain.

Clothes Stolen.

A maid servant living at 33 Des Vaux Road Central has reported to the Police the theft from her room at 1.15 this morning of clothes to the value of \$9 and \$10 in money.

The Widow's Loss.

A Chinese widow residing at Queen's Road West has reported to the Police that while she was away in the country her shroff collected the sum of \$83 and absconded.

Bicycle Stolen.

Mr. J. M. Rooba of Kowloon has complained to the Police of the theft from the bicycle shed at the "Star" Ferry Wharf, Kowloon of a bicycle valued at \$30. The machine was stolen yesterday.

Cholera Suspected.

A Chinese male passenger of the s.s. "Pittman" was removed yesterday to the Kennedy Town Hospital on the orders of the Port Medical Officer. The man is suspected of suffering from cholera.

Commissioner's Promotion.

Mr. Paul King, formerly Commissioner of Customs at Foochow, where he has been stationed for about a year, is passing through Hongkong on his way to London to take the place of Sir Bruce Hart, in charge of the London office of the Chinese Customs.

Bitten by a Dog.

Dog bites were responsible for the attendance of a Chinese widow Leung Moon, residing at 186, Des Vaux Road West, at the Government Civil Hospital. The injuries were dressed at the hospital but the woman, who received her injuries in Sai On Lane, refused to stay after being attended to. The owner of the dog has paid the woman compensation and delivered the dog to the police to be destroyed.

District Court.

At the district court held at Sai Kung yesterday, Mr. Ross the district officer sentenced a man to fourteen days hard labour for causing grievous bodily harm to another. He also ordered the prisoner to pay to the complainant \$10 compensation. A Chinese woman who also came before the same court charged with attempting to take a thirteen year old boy out of the colony for the purpose of sale was sentenced to six months hard labour.

Hippodrome Circus.

There were large audiences at both the matinee and evening performances yesterday. This was only the second really fine day the circus had enjoyed since it came. A most interesting programme is running this week, and some novel feats are introduced for the first time here. As advertised yesterday, a wrestling challenge is issued by the circus representative who is willing to wrestle any man in the Colony, catch as I catch can or Graeco-Roman style, for a stake of any amount. We are told, too, that Mr. Byssick, before he leaves Hongkong, is to introduce for the first time here a skiff and refined act which, it is stated, will be well worth seeing.

CANTON NOTE REDEMPTION.

Interesting View on the Proposed Scheme.

Yesterday we published a special cable to the effect that the Chinese Government had agreed with the Quintuple Group of bankers for a loan of one million sterling for the redemption of the Canton notes, and that as a consequence the whole of the thirty million dollars' worth of notes will be called in and replaced by Government notes, while there will be a sufficient reserve to cover all eventualities. The telegram also stated that the Government had accepted the bankers' conditions, which, it will be remembered, were that the money be employed solely for the redemption of notes in Kwangtung, that the scheme be administered by a committee of three foreigners and three Chinese, and that the operation of the redemption be supervised by two foreign and two Chinese cashiers.

Hampering Trade.

As the Canton note problem has for so long hampered trade between Hongkong and the adjacent Province, the announcement outlined above has given rise to considerable comment in business circles, especially among the Chinese. The Telegraph has approached several merchants and others interested in the matter, and we find that, generally speaking, there is great satisfaction manifested that the question is to be taken in hand, though a good deal of curiosity is felt as to how the details of the scheme are to be carried out.

One gentleman said that trade was still very dull and quiet, the windows being full to overflowing, and the news from Peking should certainly, in his opinion, do much to improve business. He said there had been enough muddling with this matter, and the sooner it was definitely settled, the better for the merchants both of Hongkong and Canton.

How Many Notes?

Another merchant remarked that the news was good as far as it went, but the whole matter depended on what number of new notes were to be put into circulation. If there was to be an exchange of note for note, the market would be flooded to precisely the same extent as at present, and hence there would still be a big discount on the paper currency. That, he said, was what was happening in Hongkong in regard to small coin; the only reason why this small money was quoted at a discount was because there were more coins than were required for trade purposes. "In my opinion," he remarked, "twenty million dollars' worth of notes is sufficient for the whole Province, and one way of solving the matter would be to replace a part of the present issue by new notes, and buy back the rest of the old notes and burn them."

"Wait and See."

In several quarters there was a disposition to question the reliability of the news, and one gentleman stated that the Chinese business men had been disappointed so often, after promises of Government action, that until the money was actually available and the process of redemption had begun, the confidence of the people would not be restored. "The worst part of it is," he said, "that there are so many people holding up these notes for purely speculative purposes, and no doubt they hope to benefit when it comes to redemption. These people have had nearly everything to do with manipulating the value of the notes, and no doubt they will, after this news, try to force up their value again, though it is to be hoped that they will be prevented from making profits at the expense of others." He added that it was a wise course that the scheme should be carried out under a measure of European supervision, as this would become a guarantee of the matter being capably and honestly dealt with.

The question of whether the old notes would be bought back at par or at a discount was raised by another Chinese merchant, who expressed the view that the redemption must be carried out "dollar for dollar." There were more than thirty million dollars' worth of notes in circulation that would have to be made. The present, he said, and he did not think the proposed loan was carefully dealt with.

FOOTBALL.

The Annual Meeting of the Hongkong F.A.

At the R.E. theatre last night, the annual general meeting of the Hongkong Football Association was held, Mr. H. B. Hancock (the President) presiding. Those present included: Mr. Frank Browne (Vice-President) Comm. Bailie-Hamilton, R. N., Lt. Jenkins, D.O.L.I. and Mr. A. P. Storrie (Councillors), with Mr. Fred W. Eger, (Hon. Sec. and Treas.)

The report and accounts, which were satisfactory, were passed. Mr. Storrie in proposing their adoption, observed that it was only by the unity effected that the first year of the Association proved a success.

Lieut. Jenkins was the second.

Mr. Eger proposed the re-election of Mr. Hancock as president and in doing so spoke of the claims which a sportsman like Mr. Hancock had to the position.

Mr. E. Tyler seconded and the motion was carried unanimously.

In reply Mr. Hancock said he was always willing to give his services to the Association, in the welfare of which he had a great interest.

Mr. F. Browne and Major Robertson were re-elected vice presidents; Mr. Eger was re-elected hon. secretary and treasurer.

The president remarked that it should be recorded on the minutes that the Association was greatly indebted to Mr. Eger for the untiring energy he had always displayed.

This suggestion was adopted. The members of the Referees' Board were elected as follows:—Comm. Bailie-Hamilton, Lt. Jenkins, Mr. F. W. Eger, E. Tyler and A. P. Storrie.

Some general business was transacted and the meeting closed with the usual formality.

HONGKONG VOLUNTEERS.

Corps orders issued by Lieut. Col. A. Chapman V.D., state:—H.E. The Governor has been pleased to promote the undermentioned Officers as follows:—Lieut. E. D. O. Wolfe to Captain dated April 14, 2nd Lieut. T. G. Weill and R. O. Hutchison to Lieutenant dated May 7.

Struck Off.—The undermentioned members having failed to return to the Colony on the expiration of their leave are struck off the strength:—Lieut. Darch, Pte. F. F. Bonton, Pte. A. E. Nerdman, Pte. G. W. Rogers, Lieut. Hunter, Pte. R. M. Austin, Pte. E. B. Clarke, Pte. W. N. Lowe, Pte. W. J. Roberts, Pte. W. B. Marshall, Pte. D. G. M. Bernard, Pte. D. Campbell, Pte. A. B. Pollock, Pte. D. M. Whamond.

Blake Shields.—Members of the Section team which won the Blake Shield can obtain their shields on application to the Corps Sergeant Major.

Maxim Class.—A Maxim Class for Officers of the Machine Gun Company, Civil Service Co., and Scouts Co. will be held on Monday 25th inst. and every subsequent Monday at 5.30 p.m. at Volunteer Headquarters.

Rifles and Equipment.—Members are reminded that all Rifles and equipment should have been returned to Headquarters by Saturday 16th inst.

Members are warned that in the event of their Rifles and Equipment not being returned by noon on Saturday 23rd inst. further steps will be taken to recover them.

sufficient to redeem them. If the Government tried to buy back through the market at the present rate of discount, they would have to go very quietly about the business, because the moment it became known that the Government was buying from their secret agents, the market would be jumped up, and the position would be no better than before. That sort of thing, the manipulation of the value, might even go on for years if the Government did not take the precaution to lay down a definite value for the notes and stipulate a fixed period in which the exchange of old notes for new would have to be made. The whole matter required to be very carefully dealt with.

CHINESE SEAMEN.

Board of Trade and their Employment on British Ships.

The Imperial Merchant Service Guild, who have devoted a considerable amount of attention to the subject of the employment of Chinese on board British ships, have received from the Board of Trade a copy of an Official Notice which has now been issued to shipowners and masters, which is deemed to be an indication that the Board of Trade are taking a serious view of this matter, which is of such great moment to the mercantile marine. The circular follows:—

"The Board of Trade desire to call attention to the fact that the engagement of seamen should, in general, take place before the Superintendent of the Mercantile Marine Office at the port where the vessel which the seamen are to join is lying. Engagement before a Superintendent at another port has been allowed in special circumstances, but this facility has been subject where Chinese seamen are concerned, to certain conditions, including the condition that the crew must be accompanied to the ship for which they are intended by an Officer of the Board. The object of these conditions was to prevent, if possible, persecution. Attention was called to this matter in Handbill 291 issued in August, 1911, and the Board have now decided that from the 1st June, 1914, this facility will no longer be granted in the case of Chinese seamen. Accordingly it will be necessary from that date for Chinese seamen to be engaged without exception before the Superintendent of the Mercantile Marine Office at the port where the ship on which they are to serve is lying. Handbill No. 291 is accordingly cancelled."

HONGKONG TENNIS LEAGUE.

Owing to inclement weather the following matches fixed for last Saturday could not be played:—Craigengower v. Y.M.C.A., Olympic v. University, Chinese Recreation v. Civil Service, Kowloon A. v. Club de Recreo.

The fixtures for the rest of the season are:—

May 23rd.—Kowloon A. v. Kowloon B., Club de Recreo v. Olympic, Civil Service v. Y.M.C.A., Craigengower v. University.
May 30th.—Y.M.C.A. v. Kowloon A., Chinese Recreation v. University, Craigengower v. Club de Recreo, Kowloon B. v. Olympic.

June 6th.—Club de Recreo v. Chinese Recreation.
June 13th.—Craigengower v. Kowloon A., Kowloon B. v. Civil Service, Olympic v. Chinese Recreation, University v. Club de Recreo.

June 20th.—Club de Recreo v. Kowloon B., Civil Service v. Olympic, Y.M.C.A. v. Chinese Recreation, University v. Kowloon A.

June 27th.—Kowloon A. v. Craigengower, Y.M.C.A. v. Olympic, Club de Recreo v. Civil Service.

July 4th.—Kowloon A. v. Civil Service, Chinese Recreation v. Kowloon B., Y.M.C.A. v. University, Olympic v. Craigengower.

July 18th.—Winners of the League v. Rest of the League.

All these dates fall on Saturdays, but matches by mutual agreement may be arranged for mid week. First named Club has choice of ground.

Punchbowl or Pickle Dish? Governor Glynn, of New York, has decided that it would be bad form to have a punchbowl in the silver service to be presented by the state to the battleship, New York, since Mr. Daniels has tabooed alcoholic drinks on all United States warships and at naval stations. But the Daniels order, says the New York Tribune, has thrown the Governor into a quandary as to what should take the place of the punchbowl. Grape-nice mixers seem to be popular in Washington now, a newspaper man suggested. "Yes," replied the Governor, "but I have been thinking seriously of a pickle bowl."

CHILDAR PIRACY.

Extradition of Nine Chinese Wanted.

At the Police Court, this morning, before Mr. Wood, the nine Chinese (one a woman) charged with being concerned in the Childar piracy, were brought up for the purpose of extradition.

Mr. P. M. Hodgson (Crown Solicitor) made the application for the extradition of the prisoners to Canton under a requisition made by the Tutub to His Excellency the Governor of Hongkong. Mr. Bullock, of the Colonial Secretary's office, went into the box and deposed to receiving the requisition which was handed to him through the Crown Solicitor, and he also produced a letter from the Consul General of Canton saying that he was sending down the requisition.

Mr. Sayer, the Assistant Superintendent of Police, deposed to receiving the requisition from the Consul General in pursuance of instructions.

The Crown Solicitor then went on to say that the prisoners were wanted by the Chinese authorities in Canton on a requisition which alleged that they had committed the crime of armed piracy on board the s.s. Childar, a vessel flying the Norwegian flag, on the high seas when forty five miles from Hongkong, on March 15. The piracy was familiar to his Worship. He would prove that there was a piracy on that ship on the date mentioned and the evidence he would produce connecting those prisoners with the affair would be of a very substantial character with regard to the first six. With regard to the seventh, eighth and ninth, the evidence against them was that they were accessories after the fact, it could not be proved that they were actually on board the Childar at the time, but the evidence he would submit, would be sufficient to warrant their commitment as being accessories to that crime of piracy. The first prisoner was arrested in Macao at a house on the Praia.

Before the piracy occurred his headquarters were in this Colony at 214, Reclamation Street and that was an important address in this case because it appeared that this piracy was hatched, concocted and organised there, and it was that address that connected the prisoners seven, eight and nine. The evidence was clear that the first defendant was actually on board the Childar and took a very active part in the piracy and they were fortunate in having secured him as he appeared to be more or less of a ringleader of the piracy. He was clearly identified by a man named Lau who was a runner on board the Childar, not a pirate, and not in any sense taking part in the piracy—he was a Chinese detective and went on board the Childar because there were apparently rumours that this piracy was to occur.

His Worship asked if he was a detective employed by the Chinese Government?

The Crown Solicitor said that was so; he was not employed by the Hongkong Government. They might say that he was on board with respect to that piracy and he would tell them that he identified the first defendant and he would describe to a certain extent what happened. At Macao a quantity of clothing was found and it contained some of the clothing of some of the crew of the ship; it had been obviously taken from the Childar. The first man was also identified by certain persons as having been at 214, Reclamation Street before the piracy, and he was also identified as having taken part in the piracy, by the Chinese detective. He was identified by the assistant commander.

also identified as being on board and having taken part in the piracy by the Chinese detective and the assistant commander of the vessel. He was also identified by certain clothing found at Macao at the place where they were arrested. The third defendant was identified by the Chinese detective and the assistant commander and the cabin boy, as being on board. At the time he was arrested he was wearing the assistant commander's jacket. The fourth prisoner was identified

as being at No. 214, Reclamation Street with the first three men before the piracy and the assistant commander also identified him. The fifth was arrested at the same address and he also was at Reclamation Street before the piracy. He was further identified by certain clothing which he claimed and which actually belonged to certain members of the crew. The sixth was arrested at 182, Maine Street, Macao and was also on board at the time of the piracy. The seventh and a cabin boy identified him. He did not think there could be any doubt that the first six were all on board the Childar at the time of the piracy, as pirates. The evidence against them was that they were always together in Hongkong before the piracy. It was important to bear in mind the part that the men took at Reclamation Street where they had apparently been organising the piracy. The sixth prisoner was hiding from the police at Maine Street. The seventh prisoner, the woman was arrested at 35, Austin Street, Yungui, and there would be evidence that she was with the pirates at 214, Reclamation Street, also that she assisted the pirate. She received from Macao after the piracy a letter from one of the pirates asking her to send some money. He had not got the letter as she destroyed it, but he could not prove the contents through a witness who heard the letter read. There would also be evidence that the woman was claiming a share in the piracy and was very annoyed because he did not get it. She went to give evidence of arrest in Macao. The case was adjourned.

SPECIAL CABLES.

(From Our Own Correspondent).

THE SAMBIA'S MISHAP.

PUMPING-OUT OPERATIONS COMPLETE.

Shanghai, Received May 21. The water in the holds of the H.A.L. steamer Sambia, which put in here after striking a rock off Shadow Island, has been pumped out, and the vessel goes into dock on Thursday.

HWAI CONSERVANCY SCHEME.

PROSPECTS OF FUNDS FOR THE WORK.

Shanghai, Received May 21. The American Colonel Sibert has been appointed to report on the Hwai Conservancy scheme, and if his report is favourable, Messrs. White and Company, the American contractors, will provide the funds to carry out the work.

(Special Pacific Service to the "Telegraph"—Reuter.)

THE ACCIDENT TO THE SAMBIA.

FRUITLESS WIRELESS MESSAGES.

Shanghai, Received May 21. The newspapers are giving prominence to the accident to the Hamburg-America steamer Sambia, which grounded on Shadow Island, a hundred miles from Shanghai on Monday and got off with slight damage.

The vessel sent out the "S.O.S." signal for four hours before she received a reply.

The newspapers point out the necessity of regulations to prevent confusion through war vessels constantly practising.

The Sambia eventually reached Shanghai under her own steam, with three holes in her hull. She has now been pumped out preparatory to docking.

CHINESE MINISTERS MISSION.

Peking, Received, May 21. Chinese newspapers state that Hsiung Hsi-ling is shortly to proceed to America, and they incline to the belief that his mission will not be confined to an investigation of the oil matters. They hint that he will be entrusted with diplomatic affairs with Britain and other countries.

ADMIRAL JERRAM IN PEKING.

Peking, Received, May 21. Admiral Jerram and Baron Shibussawa are being elaborately entertained in Peking.

BILLIARDS.

The Volunteers Challenge Cup.

Last evening the competition commenced for the Volunteers Challenge Cup, presented by the Hongkong Volunteers for billiards to be played at the Soldiers' Club.

The cup, which was presented last year, is for competition among the Army, Police, etc., and as a result of last evening's play the D.C.L.I. "B" team established a lead of 102 points over the Staff Department.

The scores were as follow:—

D.C.L.I. "B."

Pte. Shupp ... 200

Pte. Brown ... 200

Pte. Duffield ... 200

600

Staff and Departments:

Pte. Bartholomew ... 180

Pte. Davies ... 103

S. Sergt. Coy ... 155

438

Macao and took money to the pirates. Regarding the two last prisoners there was evidence that they visited the house at Reclamation Street, and were apparently part of the gang of pirates who congregated there. There would be evidence to prove that there were a number of automatic pistols concealed in a box with a false bottom which was in the house and the pirates went aboard with the pistols strapped round their legs and other parts of their body. The box itself was according to the evidence to be called, taken on board by the prisoners.

Detective Sergeant Brown then gave evidence of arrest in Macao. The case was adjourned.

DAIRY FARM NEWS.

BUTTER. BUTTER.

WE HAVE RECEIVED A

NEW SHIPMENT OF

DAISY BUTTER

Absolutely the best table butter in the Colony.

SPECIAL RESOLUTION.

Order Confirming It Made this Morning.

In the Supreme Court, this morning, before Mr. Justice Gompertz, Mr. O. G. Alabaster, instructed by Mr. C. F. Mason, of Messrs. D'Almada and Mason, made an application to the International Petroleum Company, Limited, and in the matter of the Companies Ordinance of 1911, to confirm a special resolution of the company appointing Arratoon B. Apear & Co. General Managers in stead of Barratto & Company, the latter having gone into bankruptcy. The company was incorporated in 1910 with a capital of \$1,500,000 made up in 150,000, \$10 shares, 49,915 of which have been issued and are fully paid up. The purposes of the Company were to produce, manufacture and deal in oils and oil products; to buy and sell and otherwise deal in crude and refined oils.

His Lordship made the order conditional upon a further affidavit being filed.

By order of the Directors, GEORGE CURRY, Local Secretary.

Hongkong, 21st May, 1914.

NOTICE

REDUCTION IN PRICE OF GAS.

THE Hongkong and China Gas Company Ltd. begs to inform the public that on and from the 1st July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors, GEORGE CURRY, Local Secretary.

Hongkong, 21st May, 1914.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BENLARIQ."

From LEITH, MIDDLESBRO LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 3rd prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will counter-signed by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st May, 1914. [569]

TO LET,

TO LET at TAIPO a four roomed Bungalow from 1st June. Fully furnished, with plate, linen and glass. Mosquito proof rooms. Ideal for week ends or permanent residence. Use of bathing jetty & dinghy. Apply E. BRUCE SHEPHERD, 5 Queen's Road Central.

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Friday the 29th day of May, 1914, at 11.30 a.m. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December 1913.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 27th. May to TUESDAY, the 2nd. June, 1914, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. UMPHREY & SON, General Managers.

Hongkong, 21st May, 1914.

COMFORT

IS ASSURED BY WEARING

B.V.D. SLEEPING SUITS

SHORT SLEEVES. KNEE LENGTH

\$2.75 PER SUIT.

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VERY EFFECTIVE AND FAST COLOURS.

NOTE.—We stock the Finest Quality, in this New Material which is necessary for the climate.

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JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

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FAMOUS RICH TONE, QUALITY, LIGHT RESPONSIVE TOUCH, ARTISTIC

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NEW IMPROVED MODELS JUST UNPACKED.

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JOHN D. UMPHREY & SON, General Managers.

Hongkong, 21st May, 1914.

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Empress of India	28th May.
Empress of Asia	10th June.
Empress of Japan	25th June.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA" and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 15,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA" "EMPRESS OF JAPAN" via Optional Atlantic Port £65.

"MONTEAGLE" Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. Those, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and 1st Ayn, opposite Blake Pier.

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APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for MIKE, KOBE & MOJI on 21st May.

S.S. "Japan," 6,913 tons, Capt. Saddon, will be despatched for YOKOHAMA, KOBE & MOJI on 23rd May.

WESTWARD.

S.S. "Dilwara," 5,378 tons, Capt. Ramago, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA, on 2nd May.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched as above on 30th May.

The above steamers have excellent saloon accommodation for passengers, and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, May, 20, 1914.

Agents.

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Tariff: Cargo at Through rates to all European North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Aegean, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Segovia	28th May
"	Preussen	8th June
"	Silesia	18th June
"	C. Ferd. Laetsch	3rd July
"	Senegambia	17th July
"	Scandia	27th July
"	Alesia	14th Aug.
Victoria, V'vor, S'ile & P'land (Or.)	Saxonia	10th June
"	Andalusia	4th Aug.
"	Silhonla	9th Sept.
M'los, R'dam, H'burg, A'werp	Brigavia	26th May
M'los, H're, B'mon & H'burg	Altmark	28th May
M'los, R'dam, Hamburg & A'werp	Brasilis	3rd June
Havre & Hamburg	Furst Bulow	5th June
Havre, R'dam, Hamburg & A'werp	Wuerttemberg	19th June
Marseilles & Hamburg	Sudmark	26th June
M'los, Havre, Emden & H'burg	Segovia	4th July
R'dam, H'burg & A'werp	Coldenfels	13th July
Havre, Bremen & Hamburg	Preussen	16th July
R'dam, Hamburg & Antwerp	Emden	23rd July
Havre, Emden & Hamburg	Silesia	29th July

For Further Particulars, apply to

Hamburg-Amerika Line,

Hongkong Office.

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THE JAPAN MAIL STEAMSHIP CO.



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Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said	Atsuta Maru Capt. Trizawa	(WEDNES., 3rd June, at 10 a.m.)
VICTORIA, B.C., and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Sado Maru Capt. Asakawa	(TUESDAY, 2nd June, at 4 p.m.)
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Kumano Maru Capt. K. Soneda	(WED., 3rd June, at noon.)
CALCUTTA via S'pore, Penang & Rangoon	Bombay Maru Capt.	(SUNDAY, 26th May)
BOMBAY via Singapore and Colombo	Kitano Maru Capt.	(WED., 3rd June, at 11 a.m.)
KOBE & Yokohama	Tango Maru Capt. T. Sakino	(TUESDAY, 2nd June, at 5 p.m.)
NAGASAKI, Kobe & Yokohama	Kanagawa Maru Capt. Tozawa	(FRIDAY, 22nd May)

KOBE & Yokohama } Cargo only.

1 Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

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1st class.....\$135 \$122 \$108 \$95

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SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAU	Kanchow	23rd May at m'night
WEIHAIWEI & TIENSIN	Hulchow	24th May at d'light
MANILA, CEBU & ILOILO	Chinhua	26th May at 4 p.m.
SHANGHAI	Shaohsing	26th May at 4 p.m.
HOTHOW & HAIPHONG	Kailong	27th May at 10 a.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau."

Excellent saloon accommodation, midships; electric fans fitted; extra staterooms on deck aft on "Taming" and "Teau."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chennan," "Shaohsing," and the S.S. "Kanchow"

"Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 21st May, 1914.

Agents

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kahian, is expected to arrive here on or about the 6th day of June.

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent.

Hotel Manilla, 3rd Floor.

Telephone No. 194

Hongkong, May 14, 1914

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PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zafiro	4000 F. S. McMurray		Manila, Mangarin, Cebu and Iloilo.	FRI., 22nd May, 4 p.m.
Rubi	4000 J. Miller		Manila, Mangarin, Cebu and Iloilo.	MON., 1st June, 4 p.m.

Electric light and fans in every cabin; competent stewardestes carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 14th May, 1914.

JAVA-CHINA-JAPAN

LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini	JAVA	1st half May	JAPAN	1st half May
Tjilong	SHAI	1st half May	JAVA	1st half May
Tjipanas	JAVA	1st half May	SHAI	2nd half May
Tjitarom	JAPAN	2nd half May	JAVA	2nd half May
Tjimahi	JAVA	2nd half May	JAPAN	2nd half May
Tjibodas	JAVA	2nd half May	JAVA	1st half June
Tjimanoe	JAVA	1st half June	SHAI	1st half June
Tjilatjap	JAVA	1st half June	JAPAN	1st half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.
Tenyo Maru	22,000 - 21 knots	Tues., 16th June.
Nippon Maru	11,000 - 18 knots	Tues., 23rd "
Shinyo Maru	2,000 - 21 knots	Tues., 14th July.
Chiyo Maru	22,000 - 21 knots	Thurs., 30th July.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£96.10.

San Francisco £45.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

COUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, LIMA, and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN

STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

SUBJECT TO MODIFICATION

Steamers.

Arrive Hongkong from Australia.

Leave Hongkong for Australia.

Empire.....2nd May.

St. Albans.....23rd May.

Eastern.....13th June.

29th May, 10 a.m.

19th June.

10th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardestes are carried.

For further particulars, apply to

Woo, Livingston & Co.

Agents

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND POOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.

Captain

Leaving.

Haiyang.....A. E. Hodgins.....FRIDAY, 22nd May at 11 a.m.

Haiching.....W. O. Passmore.....TUESDAY, 26th May at 11 a.m.

Haitan.....A. H. Stewart.....FRIDAY, 29th May at 11 a.m.

FOR SWATOW.

Haimun.....J. W. Evans.....SUNDAY, 24th May at 10 a.m.

Haimun.....J. W. Evans.....WED., 27th May at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.

General Managers.

29

LOG BOOK.

The Arming of Merchantmen.

A further important step has been taken by the Admiralty in connection with self-defensive armament fitted on British ships in the appointment of Lieutenant Sidney S. Richardson, R.N.R., as Inspecting Officer for the port of Liverpool.

Lieutenant Richardson was recently first officer on board the White Star steamer Baltic, and the White Star Company have recorded him from their service during the currency of his Admiralty appointment. He has 19 years' seniority in the R.N.R. has had the advantage of 12 months' training in the Navy, and holds first-class certificates in gunnery and torpedo work.

It is understood that the appointments of selected R. N. R. officers are to be extended to London and Southampton.

Anti-Rolling Appliances.

Two systems for preventing vessels from rolling in a heavy sea have recently been tested in the United States Navy, with the result that the use of a heavy rotating fly-wheel or gyroscope is pronounced the better.

The other system—the use of twin connecting reservoirs, as embodied in the Frahm anti-rolling tanks, in which a movement of liquid is maintained contrary to the roll of the vessel—is less effective and takes up about ten times as much space. The comparison, made by Elmer Sperry, whose name is associated with various gyroscopic inventions one of which the gyroscopic compass, is familiar to most people, before the Society of Naval Architects, is thus summarized by a writer in Cosmos.

The anti-rolling reservoirs are effective only when the ship's period of oscillation is quite regular, which is not the case in the open sea, because the period of rolling of a ship is dependent both on that of the waves and on the ship's speed.

A difference of one-third has been observed between the period of oscillation of a ship at rest and that of the same ship at a speed of 15 knots.

On the other hand, the gyroscopic stabilizer is effective in all cases; it has also the advantage of acting, not when the oscillation has already begun, but before the ship has begun to roll; it does not lessen the rolling, it prevents it. Although the first trials on ships did not give good results, that was because the movements of the gyroscopes were not sufficiently regulated and it was allowed too much liberty. The power necessary to

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, MAY 21, 1914

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

CANADIAN FACTORY ACT.

A CHINESE APPEAL.

[Reuter's Service To The "Telegraph."]

London, Received May 21. The Privy Council has dismissed the Saskatchewan case, referred to in a telegram on April 7, which is in the form of an application by a Chinese claiming to be a naturalised Britisher, for special leave to appeal against a conviction under the amendment mentioned. Leave was refused, the Committee holding that if the constitutionality of the amendment was doubted, there are other and more suitable ways of testing it.

[The telegram referred to was as follows:—Reuter's correspondent at Toronto states that the Chinese Consul General to Canada has objected to the clause in the Ontario Factories Act Amendment Bill forbidding Orientals to employ white girls, on the ground that it was unconstitutional and opposed to the principles of the Treaty with China. A case involving a similar amendment by the Saskatchewan Legislature is now before the Imperial Privy Council. The Ontario Government will probably withdraw the amendment until the case is decided.]

BIRKENHEAD DISASTER.

ANOTHER SURVIVOR ALIVE.

London Received May 21. (Correspondents point out that Captain Bond Shelton, of the 12th Lancashire, a survivor of the Birkenhead disaster, is alive. [It will be remembered that the telegram announcing the death of Captain Lucas referred to him as the last survivor of the Birkenhead disaster.]

CANADIAN AS SLAVE.

BRITISH INVESTIGATION.

London Received May 21. The British Consul General at Buenos Aires is investigating a report that a Canadian is held in slavery on a tea plantation on the borders of Paraguay and Brazil, having, twice escaped and been recaptured and flogged.

INTEGRITY OF KEDAH.

A FURTHER EXPLANATION.

London, Received May 21. In the House of Lords the Earl of Denbigh again raised the question of the integrity of Kedah. Lord Emmott denied that there had been any breach of faith or any intention to drive Kedah into the Federation of Malay States. He added that Mr. Harcourt had decided that the Regent must provide over the Council. The despatch conveying the decision pointed out that the decision was in no wise prejudicial to the integrity of the State and it directed the High Commissioner to assure the Regent that there was no desire on the part of the Government for Kedah to enter the Federation till Kedah so desired. The decision that the Regent must provide over the Council was arrived at solely because Mr. Harcourt considered that the best method for securing good government in which His Majesty's Government was interested on account of the treaties they had made.

MEXICAN AFFAIRS.

HUERFIA'S DENIAL.

London, Received May 21. Reuter's correspondent at Mexico City states that President Huerta denies any intention to resign.

TELEGRAMS.

[Reuter's Service To "The Telegraph."]

THE BYE-ELECTION.

CANDIDATES' VIEWS.

London Received May 21. Major Bowden, the successful Unionist candidate at North-East Derbyshire, said the victory was a message of hope to Ulster, and it was due also to his giving prominence to Tariff Reform and his exposure of the Insurance Act. Mr. Hulton said his defeat was due to the Progressive split.

JAPANESE MILITARY MISSION.

ATTEND ARMY MANOEUVRES.

London, Received May 21. Reuter's correspondent at Bagdad states that the Japanese military mission attended the army manoeuvres in company with the King.

FRENCH MINISTER'S RESIGNATION.

London, Received May 21. It is reported that M. Doumergue resigns on June 1.

PROFIT SHARING.

"Intimate" Facts Concerning Mr. Ford.

It was stated in yesterday's issue that the profit-sharing scheme recently inaugurated by the Ford Motor Company at its works at Detroit has been extended to the firm's employees in Manchester.

The following, concerning Mr. Ford, is taken from an American contemporary:—Mr. Ford who is giving 10,000,000 Dollars to his employees.

He is fifty years old. He weighs 150 lbs. He is 5 ft. 10 ins. tall. His hair is slightly curly and slightly grey.

His face is smooth-shaven. He prefers not to wear a hat; hence his cheeks are well tanned. He wears plain, inexpensive clothes—always a sack suit of blue serge in summer and dark mixed grey in winter.

He carries a plain gold watch, but wears no jewellery, not even a scarf pin.

He has a benign, sweet smile and a smooth, modulated voice.

He has a quick, slightly nervous manner, but does everything quietly and without rush or display.

He never smokes tobacco nor drinks alcohol.

He is shy and modest concerning himself, but bold and aggressive about his automobile industry.

Ten years ago he had scarcely a penny; to-day he is worth many millions.

Riches have made him more simply in habits than ever before.

He prefers plain food, a quiet home life, and the least possible display.

His only sad and extravagant hobby is fostering and preserving bird and animal life. He will spend more on caring for a bird than on himself.

He began work as a mechanic, and to-day he is one of the ablest mechanicians in the world.

Mechanical engineering affords him greater satisfaction than high finance. (World (New York).)

Latest Advertisements.

Consignees' notice regarding the Baniaria is issued. —Page 5.

From July 1 the price of gas for all purposes is to be reduced to 2s. per 1,000 cubic feet. —Page 5.

An advertiser has a four-roomed bungalow to let at Taiipo. —Page 5.

OUR BOYS.

Why Not a Public School for them Here?

(SPECIAL ARTICLE).

To say that the boys who are born of European parents in Hongkong get a very poor chance in the matter of education is to say again what has been said many times before. And not only is their education much neglected but, from the very nature of their life out East, they are apt to be coddled. From the age of nine to fifteen, especially, a healthy boy wants to be most of his time with other boys of his age playing—and for that matter quarrelling and fighting with them—so that he may learn to be self-reliant and manly. This he cannot learn, as it should be learned, in Hongkong and at schools in Hongkong. The point is so obvious that it need not be laboured in the least.

Making Men.

Half the things that go to make up a boy's character, to make him the man he is afterwards to be, are learned in the playground of a school, and his boyish fun and pranks, his fights and his friendships, mean as much to him, then and in the future, as the lessons he learns. They are an essential part of his education. Especially in the East a boy, between the ages we have mentioned, wants to be away from home a great part of the time—away not from authority but from the coddling influence. It is because boys at this age are so much from home, and are yet reared in an admirable atmosphere, that the Public Schools of England turn out such manly young men. They have a tone that stamps them for good and all.

A Hongkong Public School.

Would it not be possible for Hongkong to have a Public School of its own? As matters stand, parents cannot afford, in many cases, to send their boys Home to a good school. They are not, relative to the spending power of the dollar, earning the same salaries that obtained a year or two ago, and they are placed in a serious dilemma. They have qualms about sending their boys to a school of which they are not entirely sure, and they can send them only by making serious sacrifices. But give them a Public School near Hongkong and they would seize the opportunity with both hands. Why not have such a school installed on one of the islands, say, between here and Macao? There the boys would be far enough away to have a real feeling of independence (and that is one thing that a real boy likes) and would yet be near enough home to visit their parents at holiday times and to receive visits on occasion.

Worth Considering.

One is outlining such a scheme only quite broadly, of course. In a matter of this kind there would be delicate points to be discussed and arranged. A school, of this kind, for instance, must be for boys purely European and the line here would have to be drawn very closely. To ensure that there would be nothing at which anyone could cavil, the School would require to be under Government supervision, but that would not necessarily mean Government control. In every other way it should be conducted on the same lines, and would afford the same education as Public Schools at Home. The idea is at least worth considering. If Wei-hai-wei can do something of the kind suggested there is no reason why Hongkong should fail to carry it out successfully. It may be protested that the climate is not entirely suitable, but to that it can be replied that a healthy open-air life on one of the islands suggested, with plenty of good food, would be an ideal life for a boy. There are any number of parents who will agree that the scheme is worth considering.

HONGKONG TRAMWAY CO.

We are officially informed that a cable has been received from the Board of Directors of the Hongkong Tramway Co., Ltd., to the effect that a dividend at the rate of 20 per cent. per annum for the six months ending December 31, 1913, will be paid on and after May 28 to all shareholders on the register on May 20, making a dividend of 12.1-2 per cent. for the year 1913.

PLAGUE PREVENTION.

Precautions Against Infection Amongst the Troops.

The following circular was issued to-day along with army orders:—

In view of the increasing prevalence of plague in Hongkong, the following points are circulated as indicating the lines on which preventative measures will be based, and all units will ensure that all necessary action is taken accordingly.

Plague being caused by the bite of a flea from an infected rat, it is essential that every effort should be taken to reduce the number of rats in barracks, more particularly in the living and sleeping rooms, where the danger of plague infected fleas getting into bedding is very great.

One or more men will consequently be employed in destroying rats, every means will be used, traps, dogs, cats, and bird lime spread on boards outside holes and along "runs." All rats captured, however, will be regarded as possibly infected and therefore treated with great care, they will be placed in a tin box holding creosol solution and instructions asked for as to disposal on telephone to Hospital. They will be handled with a tong.

No food will be stored in barracks rooms. All food stuff will be quickly removed from barracks so as not to become an attraction to rats. Particular attention will be paid to general cleanliness.

All rat holes will be stopped with broken glass and tar.

Great attention must be paid to housing of Asiatics in barracks. A definite roll of such men as are entitled to sleep in barracks will be made out. These men must sleep every night in barracks and must be in barracks at 11 p.m. No other person who has slept out in the city can sleep in barracks.

These orders particularly apply to native servants and amahs employed in married quarters.

If a native insists on going on leave he is to be warned that he cannot return until plague is over.

All natives when their barracks duties are over will leave barracks unless they are entitled to sleep inside.

No hawkers to be allowed.

A special order will be read to all troops warning them:—

(a) Of danger of handling rats.

(b) Of great danger of communicating with natives in the city and in the native houses.

Amoy Commissioner Returns.

After a short visit to Hongkong, Mr. Charlton Thorne, Commissioner of Customs at Amoy, returned to-day.

Owner Wanted.

A copple on one of the steamer wharves was carrying two bags of tobacco leaves and one of leather, when the sight of a policeman caused him to drop them and bolt. The goods have been removed to the Central Police Station to await an owner.

The Dollar.

The official rate of the dollar for the month of June, 1914, for all payments fixed in sterling which have to be made in Hongkong and on the China Station will be 1/11d. (one shilling and elevenpence farthing).

BANKING AMALGAMATION.

Lloyds and the Wilts and Dorset Banks.

It was definitely announced recently that a provisional agreement has been made for the amalgamation of the Wilts and Dorset Banking Company with Lloyds Bank.

Details of the scheme are given in a circular issued to shareholders of the former institution convening a special meeting, to be held at Salisbury on May 6, to consider the agreement. The terms agreed upon provide that the shareholders of the Wilts and Dorset Bank shall receive 10 shares in Lloyds Bank of £50 each, with £8 paid up, for every seven shares held of £50 each, £10 paid up (i.e., one share and three-sevenths of a share in Lloyds Bank for every share in the Wilts and Dorset Bank), together with a cash payment of £2 for each share. For the purpose of enabling the division of the shares to be accurately made Lloyds Bank will issue scrip certificates, each representing one-seventh of a share in Lloyds Bank, which can be sold, or additional scrip certificates purchased in order to make a complete share.

The directors state that provision has also been made for the continuance of the business in the district on the same lines as heretofore. Two of the directors will join the board of Lloyds Bank as soon as practicable, and all the directors will cooperate as a local committee of supervision in dealing with local business. To the same end the general managers, Mr. W. Meon and Mr. H. S. Harbridge, will become district managers of Lloyds Bank. In consideration of personal covenants by these directors and officers to serve in this manner, provision has been made by an agreement for their remuneration. The entire staff of the bank will be taken over by Lloyds Bank on the existing agreements.

More Capital for Lloyds Bank.

As the amount of the existing unissued capital of Lloyds Bank is insufficient to provide for the shares to be issued to the Wilts and Dorset shareholders, an extension of the authorized capital is necessary, and, having regard to the bank's increasing business, the directors state they think it desirable to enlarge the capital beyond the present requirements, and they accordingly recommend an addition of £1,000,000 new shares of £50 each, representing an increase of £10,000,000. There is no present intention to issue more than the number necessary for the purposes of the amalgamation. This proposal will be submitted to the shareholders at a meeting to be held on May 6.

The Wilts and Dorset Banking Company has been in existence for 79 years, and has a large number of offices in the South and South-West of England. The bank was established by deed of settlement in 1835, and was registered as a limited company in 1883. It has an authorized capital of £4,500,000 divided into 250 shares, of which £3,500,000 is issued, with £700,000 called up in 70,000 shares with £10 paid. The bank has an authorized note issue of £75,162. The balance sheet at December 31, last, showed that deposit, current, and other accounts amounted to £12,718,698; bills to £75,173; Consols to £1,176,471, taken at 71—£855,291; other investments, £2,429,987; cash in hand and at Bank of England and to £2,374,020; bills discounted to £3,126,256; and bank premises to £339,156. At December 31, last, the bank had a surplus fund amounting to £250,000; £774,648 invested in Consols at 71—£1,176,471, and against this fund, for the past three years dividends have been at the rate

HONGKONG GYMKHANA CLUB.

Entries for the Coming Meeting.

Following are the entries for the Gymkhana Meeting on May 30:—

Three Quarter mile Races:—Pitcorthie, Lorenzo (Arravand), Fluke, Dunin, Brympton, Brown Boy, Valsalini, Rosario, Springwood.

Tent pegging:—Mr. Blason and Mr. David, Mr. Thiokness and Mr. Hastings, Mr. Aston and Mr. Harvey, Capt. Eddy and Mr. Rawlinson, Mr. Clarke and Mr. Elwes, Mr. Lawder and Mr. Master, Capt. Hatterley-Smith and Capt. Ode, Lt. Pope and Lt. McGillevie.

Gymkhana Stakes:—Amun Ra Mallard, Nigerian Chief, Roman Chief, Sir Galahad, Oligwyn, Mascotte, Vadeem, Jose Mighty, Soi Kwai, Damries, Crown Aster, Sweet William, Monarch Dahlia.

Ladies Nomination: Divided into two races:—

(a) Fluke, Pegasus, Brympton, Valsalini, The Cat, Danin, Springwood, Candy Kid, Tango, Lindsey G. (Somerset).

(b) Joy, Amourer, Unity, Flying Kangaroo, Buttercup, Sniff (Bliss), Ginger, Liebesang, Hotilla, Ignorance, Maggie, Wincombe.

Handicap for Subscription Griffins:—Amun Ra, Pitcorthie, Lorenzo (Arravand), Oligwyn, Fluke, Vadeem, Rosario, Tango, Monarch Dahlia.

One and a Quarter Mile Handicap:—

Mallard, Unity, Nigerian Chief, Roman Chief, Mascotte, Jose Mighty, Brown Boy, Flying Kangaroo, Monarch Dahlia, Fickle Bird, Matchlock, Sweet William, Sir Galahad.

Owing to the large number of entries (22) for the Ladies' Nomination Race, the Committee have decided to run two races, with separate prizes for each, putting subscription Griffins which have not played Polo regularly in A Class and Polo Ponies in B Class.

of 20 per cent., less tax, and for the preceding seven years 20 per cent., tax free.

Lloyds Bank, which was established as a joint stock bank in 1885, is one of the largest in the kingdom. It has 679 offices, and has offices in 45 of the 62 counties. Its last published balance sheet, that relating to March, showed deposits amounting to £90,268,098; acceptances to £5,013,288; cash in hand and at Bank of England to £14,782,990; and cash at call and short notice to £9,500,098. The capital amounts to £30,000,000, divided into shares of £50 each, of which £26,304,200 is issued, but only £4,208,672 is paid up. Last year the profits amounted to £1,240,428, and for the past three years the dividend has been at the rate of 8 1/2 per cent.

Altogether the bank has now absorbed 48 businesses, of which 35 have been those of private bankers. With the Wilts and Dorset branches Lloyds Bank will now have no fewer than 859 offices, and the addition made to its balance sheet figures will place it again at the head of the list of the great banking combinations in the United Kingdom.

Alleged Possession of Opium.

The hearing of the alleged unlawful possession of opium case was continued by Mr. Melbourne, at the Police Court this afternoon. Mr. Pollock K. C. for the record of the two defendants said that the back room of his client's premises in which the opium was found, had been sublet by the first defendant and he believed the tenants were perfectly respectable, he had no idea the place was being used for an unlawful purpose. The case was proceeding as we went to press.

U.S. MILITIA AND STRIKERS.

A Fierce Conflict.

New York, April 21. At least two persons—some reports say 13—were killed in an all-day battle yesterday between the Colorado Militia and strikers in the coalfields of the Colorado Fuel and Iron Company (Standard Oil property) at Ludlow. More than 40 other persons were wounded in one of the bloodiest labour battles ever waged in the West. The strikers' tent colony was burned and hundreds of women and children are homeless.

The ill feeling which existed since the beginning of the long strike culminated yesterday in an attack by the strikers' wives upon five militiamen watching the strikers at a baseball game. These escaped injury, but a pitched battle followed in which the strikers entrenched themselves, and 100 militiamen swept the tent colony with three machine-guns. Four hundred miners to-day are entrenched in the hills awaiting the renewed attack of the reinforced militia and mine guards; 1,500 armed strikers in the Southern Colorado camps are reported to be advancing towards Ludlow.

April 22.

Forty-five dead, more than two-thirds of them women and children, a score of missing, and more than a score of wounded—such is the record of losses incurred in a 14 hours' battle. The 200 tents occupied by the miners and their families were destroyed by fire. One dispatch describes the situation as "unparalleled in the history of industrial warfare," and continues:—"In holes which they dug for their protection against the rifles of the troops women and children died like trapped rats when the flames swept over them. One pit uncovered this afternoon disclosed the bodies of 10 children and two women. Further exploration is prevented by the position of the camp, which lies directly between the positions of militia and strikers."

The strike, which has been proceeding for months with constant bloodshed, was the subject of evidence given at Washington recently by Mr. J. D. Rockefeller, Jr. Mr. Rockefeller, Jr. owns 40 per cent. of the shares in the Colorado Fuel and Iron Company, and Mr. Rockefeller, Jr. said that he was ready to sacrifice all the capital he had invested in the company to uphold the right of non-union men to work for whom they please.

The battle continued to-day, and five more persons were killed.

A special Session of the State Legislature has been summoned to consider the future action of the State towards the strike.

The Times.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C.P.R. s.s. EMPRESS OF INDIA is due to arrive at Hongkong on the 22nd inst. at 8 a.m.

The E. & A. s.s. ST. ALBANS from Sydney etc., left Manila for this port on the 20th inst. and may be expected to arrive here on Saturday morning.

The E. & A. s.s. EASTERN left Sydney for this port (via Queensland Ports, Port Darwin and Manila on the 20th inst., and may be expected to arrive here on or about 13th June.

At Mountain Lodge.

This evening H.E. the Governor goes into residence at Mountain Lodge, the Peak.

Returning the Cricket Pitch.

Returning the pitch on the Hongkong Cricket Club ground has commenced.

Ascension Day.

To-day is kept by the various churches as the feast of Ascension the customary services being held in places of worship.

Hongkong May. 18, 1914

BUTCHER MEAT.

* Flagship of Admiral Jerram, K.O.B., O.V.O., C.M.G. Commander-in-Chief

BUTCHER MEAT.

FRUITS

Shato-Wankau Y	...	...	...	97	左
Salmon-PS	...	...	...	8	
SacYark-Yu	...	...	...	8	
Shrimps-Ha	...	...	...	23	每
Snapper-Lap Yu	...	...	...	24	
Soles-Tai Sa Yu	...	...	...	20	
Tench-Wan Yu	...	...	...	18	
Turbot-Cho How Yu	...	...	...	19	
Turtles, small, fresh water-Kork Yu	...	...	...	25	
White Bait-Ngau Yu Chai	...	...	...	1	

FRUITS.					
Almonds-Hung Yau	...	...	lb.	35	杏仁
Apples (California)-Kam San Ping Kho	...	...	"	18	金生平果
(Chefoo)-Tin Chun Ping Kho	...	...	"	1	金生平果
Small-Hoi Tong	...	...	"	1	海棠
Custard-Fan Lai Chi	...	...	each	1	番荔枝
Bananas, fragrant, Canton-San Shing Heung Chiu	...	...	lb.	4	山香蕉
(brides), Macao-San Heung Chiu	...	...	"	4	山香蕉
Chestnuts, Chinese-Foong Lut	...	...	"	15	風栗
Carambola-Young Tee	...	...	"	1	楊桃
Cocoanuts-Yeh Tse	...	...	each	12	椰子
Lemons, China-Ning Moong	...	...	"	8	檸檬
America-Kum San Ning Moon	...	...	"	30	金檸檬
Lichees Dried-Lai Chi, small Stone	...	...	"	1	檸檬
Fresh	...	...	"	1	芒果
Limes, (Saugon)-Sui Kung Ning Moong	...	...	each	18	丁果
Mango, Manila-Lai Sung Mong	...	...	"	1	巨無
Mangosteens-San Chuk Tso	...	...	doz	8	白竹子
Oranges, (Canton)-San-shing Tin Ching	...	...	lb	15	甜橙
Sweet	...	...	"	15	山橙
Pears, (American)-San San Shoo Lay	...	...	"	14	山梨
(Canton), Cookin-Sa Lay	...	...	"	12	金梨
Peanuts-Fa Sang	...	...	"	1	城
Persimmons Large-Hung Chie	...	...	"	1	
Pine-apples, 1st quality-Poon Ti Paw Law	...	...	each	1	紅
2nd-Chung-tang Paw Law	...	...	"	1	本地波羅
Plantain-Tai Chon	...	...	lb	6	中等波羅
Plums-Swato, Hung Lai	...	...	"	20	大梅
Pamelo, Siam-Ohim Lo Yau	...	...	each	1	紅梨
Shanghai-Lo Kwat	...	...	"	15	暹羅梅
Walnuts-Hop Tuo	...	...	lb	1	上海核桃
Green-Sang Hop Tuo	...	...	"	1	合桃
Water Melon-(Am.) Kom San Sai Kwa	...	...	each	1	生合桃
(China) Sai Kwa	...	...	"	1	山西瓜
Grapes-Sang Po Tai Tse	...	...	lb	1	西

French.

Dupleix	** Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kléber	Armoured cruiser,	9,700	12	19,800	Capt. Gourts	Hongkong
Decadee	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat.	180	6	570	Lieut. Dordest	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervilleir.	Canton
Paiho	Gunboat:	130	—	—	Lieut. Collin	Tongka
Dondard de Lagree,	Gunboat	—	—	—	Lieut. Dupuy Dutemps	Tchong-kin
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station						
Lynx	Submarine	—	—	—	Lieut. Bolnix	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styz *	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurila's	Saigon
d'Ibervillo	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessse	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,825	10	9,000	Com. Voisin	Saigon
* Fla ship of Commandore Bouicaud, Commanding the local defence Indo-China.						

* Fla ship of Commodore Boucicaut, Commanding the local defence Indo-China

German.

Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,800	36	26,000	Captain Bruninghaus	Tsingtau
Ilis	Gunboat	900	12	1,300	Comdr. Nachasse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Loring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firlie	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. F. Sebaltz	Tsingtau
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Branner	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obit. z. S. y. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Booker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obit. z. S. Dressler	Yangtze

UNITED STATES VESSELS.

* A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	"	—	—	—	Ensign J. R. Mann	"
A-8	"	—	—	—	Ensign H. L. Rahel Daffer	"
A-7	"	—	—	—	Ensign R. I. Wood	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruiser
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. B. Keller	"
Callao	Gunboat	243	8	250	Ensign W. L. Beck	Canton
Chaunoy	Torpedo-boat destroyer	420	7	8,000	Lt. J. O. Gennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruiser
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	"
Elcano	Gunboat	620	4	800	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,302	8	1,988	Com. G. R. Marvell	Shanghai
Michigan	Station ship	1,900	0	1,100	Lieut. V. E. Lowe	Cavite
Monadnock	Monitor	3,990	6	3,000	Lt. Y. Rorschach	Olongapo
Monterey	Monitor	4,084	4	5,277	—	"
Pampango	Gunboat	243	8	—	Ensign P. J. Peyton	Cav. Canton
Piscataqua	Sea going tug	854	2	1,600	—	"
Pompey	Repair ship	3,085	—	—	—	"
Samar	River boat	—	—	—	—	"
Wilmington	Cruiser	—	—	—	Lt. Com. C. W. Coles	Canton
Saratoga	Flagship	—	—	—	Com. P. Babin	Hongkong
Salveston	Cruiser	—	—	—	J. H. Dayton	Shanghai
Rainbow	—	—	—	—	Com. R. H. Leigh	"
	—	—	—	—	Lt. G. W. Heing	"

POULTRY.

Chicken, — Kai Chai	...	...	lb	30	原仔
Capons, Large, Small, — Sin Kai	...	...	...	30	原仔
Ducks, — Ap	...	...	...	24	鴨
Doves, — Pan Kan	...	...	each	18	鴿
Eggs, Hen, — Kai Tan	...	...	per doz	20	鴨
Fowls, Canton, — Kai	...	...	lb	34	鴨
Hainan, — Hoi Nam Kai	...	...	...	30	海南雞
Geese, — Ngoi	...	...	...	24	鴨
Geese, Wild S'hai, — Shang-ho Yes Ngoi	...	...	...	—	上海野鴨
Mus Deer, — Wong Keng	...	...	each	—	黃紋
Hare, Shanghai, — Fu Chai	...	...	...	—	兔仔
Partridge, — Che Khoo	...	...	...	—	即地
Pheasant, — Shan Kai	...	...	pair	—	山雞
Pigeons, Canton, — Pak Kup	...	...	each	30	白鴿
Hoihow, — Hoi How Pak Kup,	...	...	...	24	鴨
Quail, — Um-Chun	...	...	...	dozen	禾花
Rice Birds, — Wo Fa Cheul	...	...	sach	20	沙雞
Snipe, — Sa-Choy	...	...	lb.	55	火
Turkeys, Cook, — Phor Kai Kung	...	...	...	44	水鴨
Hen, — Na	...	...	...	—	水鴨
Wild Ducks, Shai, — Shang hoi Sui Ap	...	...	...	—	水鴨
I, — Sui Ap Chai,	...	...	...	—	水鴨
d Ducks Canton, — Sang-Shing Sui Ap	...	...	...	—	水鴨

FISH.

Barbel,—Ka Yu	Cts	
Bream,—Bin Yu	lb 11	
Canton Fresh Water Fish,—Hoi Sin Yu	18	魚
Darp,—Li Yu...	14	魚
Jadfish,—Obik Yu...	22	魚
Jodfish,—Mun Yu...	15	魚
Crabs,—Hai	18	蟹
Juttle Fish,—Muk Yu	20	魚
Pak,—Sa Mang Yu	12	魚
Pace,—Wong Mei Lun...	14	魚
Pog Fish,—Tit Tu Sa	8	魚
Sels, Congor,—Hoi Mann	7	魚
Sels, Fresh water,—Tam Sin Yu	18	魚
Sels, Yellow,—Wong Sin	18	魚
Trogs,—Tien Kai	30	魚
aroupa,—Sek Pan...	30	魚
udgeon,—Pak Kap Yu	45	魚
errings,—Tao Pak...	15	魚
alibut,—Cheung Kwan Kup	24	魚
abrus,—Wong Fa Yu...	24	魚
oach,—Wu Yu	17	魚
abeters,—Lung Ha	25	魚
oketere,—Chi Yu	26	魚
unk Fish,—Mong Yu	28	魚
illet,—Chai Yu	23	魚
sters,—Sang Hao	2	魚
rotfish,—Kai Kun, Yu	25	魚
roh,—Tau Leo	14	魚
te,—Pa Paw Poong	15	魚
ts,—Fan Yu	8	魚
mitret, Black,—Hak Ohong	18	魚
mitret, White,—Pak Ohong	22	魚
aws,—Ming Ha	30	魚
ts,—Fai Pa Sa	30	魚
ok Fish,—Sek Ka Kung	7	魚
ch,—Oau Yu	12	魚
	15	魚

VEGETABLES. &c

Artichokes, Shanghai, —Sheung-hoi Ah Chi	lb.	8	了竹竹 澳門蓮
Cheuk	...	...	...
Beans, (French), Macao, —Oh Mou Pin Tau	...	...	...
" (French) Shanghai, —Sheung Hai Pin	...	...	...
Tau	...	...	...
" Sprout, —Ah Cho	...	...	...
" Long, —Tau Ko	...	...	...
Beet Root, —Hung Choi Tau	...	...	...
Brinjals, Green, —Ching Yuan	...	...	...
" Red, —Hung Ker	...	...	...
Cabbage, Chinese, com. —Kai Choy	...	...	...
Cabbage Red, —Hung Yea Choy	...	...	...
Cabbage, Shanghai, —Yeh Choy	...	...	...
Cane Shoots, bunch, —Kan Shun	...	...	...
Carliflower, Large size, —Tai Yeh Oho Fa	...	...	...
" Medium size, —Cheung Yeh Oho Fa	...	...	...
" Small size, —Sai Yen Choi Fa	...	...	...
Carrots, —Kan Shum	...	...	...
Celery, Chinese, —Tong Kan Choi	...	...	...
" English, —Yeung Kan Choi	...	...	...
Chillies Dried, —Gon Lat Chiu	...	...	...
" Red, —Hung Far Chiu	...	...	...
" Green, —Ching Lat Chiu	...	...	...
Curry Stuff, English, —Kar Lee Chu Liu	...	...	...
Cucumbers, —Ching Kwa	...	...	...
Bitter Squash, —Fa Kwa	...	...	...
Garlic, —Que Tau	...	...	...
Ginger, young, —Sun Tee Keung	...	...	...
" old, —Lo Keung	...	...	...
Horse Radish, Shanghai, —Lik Kan	...	...	...
Indian Corn, —Suk Mai	...	...	...
Lettuce, —Yeung Sang Choi	...	...	...
Water Chesnuts, —Ma Tai	...	...	...
" Mandarin, —Kwai Lum Ma Tai	...	...	...
Mushrooms, Fresh, —Shang Koo	...	...	...
Mushe Malon. Amer. —Kam-san Hong Kwa	...	...	...
Crosses, —	...	...	...
Onions Bombay, —Yeung Chong Tau	...	...	...
" Green, —Sang Chong	...	...	...
" Shanghai, —Shang-hoi Chong Tau	...	...	...
Papaya, 1st qual, —Tai Man Sau Kun...	...	...	...
" 2nd Chung	...	...	...
Parsley, —Kun Oho	...	...	...
Green Peas, —Ching Tau	...	...	...
Potatoes, Sweet, —Fan Shu	...	...	...
" Shanghai, —Shang-hoi Shu Tsa	...	...	...
" Japan, —Yut Poon Shu Tsa	...	...	...
" American, —Fa Ki Shu Tsa	...	...	...
" Foochow, —Fco-chow Shu Tsai	...	...	...
Pumpkin, —Tong Kwa	...	...	...
Radish, —Hung Lo Pak Tsai	...	...	...
Watercress (Fresh), —Tai Wong	...	...	...
Beans, —Tee So	...	...	...
Brinjals, —Gon Chong Tau	...	...	...
Cauliflowers, —Yin Oho	...	...	...
Cucumbers, —Fan Ker	...	...	...
Carrots, —Wu Tan	...	...	...
Chillies, —Panti, (Long), —Lo Pak	...	...	...
" English, —Yeung Lo Pak	...	...	...
Vegetable Marrow, —Chit Kwa	...	...	...
" (American), —Kam-san Chit Kwa
Water Cress, —Sai Yeung Oho
" Lily root, —Lin Ngau
" —Ta Shu

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INDO-CHINA STEAM NAVIGATION CO., LTD.

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Destination	Steamship	On
SHANGHAI	Wosang	Fri., 22nd May at d'light
MANILA	Loongsang	Sat., 23rd May at 2 p.m.
TIENTSIN via W'wei	Cheongsang	Sun., 24th May at d'light
SHA' Kobe & Moji	Namsang	Sun., 24th May at d'light
SHANGHAI & Hankow	Walsang	Sun., 24th May at d'light
S'PORE, P'ng & Coata	Lalsang	Tue., 26th May at 2 p.m.
Kobe & Moji	Yatsang	Wed., 27th May at d'light
SHANGHAI	Esang	Fri., 29th May at d'light
MANILA	Yuensang	Sat., 30th May at 2 p.m.

The steamers "Kutsang," "Namsang" and "Lalsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Loyat," "Yatsang" and "Sutsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

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‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

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Subject to change without Notice.

Destination	Steamship	Date of Sailing
LONDON, ROTTERDAM & ANTWERP	Denbighshire	16th June.
LONDON & ANTWERP	Radnorshire	26th June.

Trans-Pacific "Shire" & "Glen" Joint Service.

Destination	Steamship	Date of Sailing
VICTORIA, VVER, S'LE, TACOMA & PLAND	Carnarvonshire	28th May.
VICTORIA, VVER, S'LE, TACOMA & PLAND	Monmouthshire	29th June.

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VESSELS LOADING.

EUROPEAN PORTS.

Destination	Vessel's Name	For Freight Apply To	To be Despatched
London, via Usual Ports of Call	India	P. & O.	23, May
M's, R'dam, H'burg & A'werp	Brigavia	H. A. L.	26, May
London, Hull and Antwerp	Glenturret	S. T. Co.	26, May
N'les, G'ce, A'ra, Lisbon S'ton, &c	Lutzw	M. & Co.	27, May
M's, Havre, Bremen & H'burg	Altmark	H. A. L.	28, May
M'selles via S'gon, S'pore, C'bo, Port Said	Magellan	M. M. Co.	2, June
M's, L'don A'werp via S'pore etc.	Atsuta M.	N. Y. K.	3, June
Rotterdam, Hamburg & A'werp	Brasilia	H. A. L.	4, June
Havre & Hamburg	Furst Bulow	H. A. L.	5, June
T'le, Fiume V'ce, via S'pore etc.	Nippon	S. W. Co.	5, June
London & A'werp via S'pore etc.	Novara	P. & O.	10, June
R'dam, Hamburg & Antwerp	Den'shire	J. M. Co.	16, June
Marselles & Hamburg	Wuert'burg	H. A. L.	19, June
Marselles, Rotterdam etc.	Sudmark	H. A. L.	23, June
Havre, Emden & Hamburg	Altair	M. Co.	13, July
R'dam, Hamburg & Antwerp	Segovia	H. A. L.	14, July
Havre, Bremen & Hamburg	Goldenfels	H. A. L.	13, July
	Preussen	H. A. L.	16, July

NEW YORK, SAN FRANCISCO AND CANADA.

Boston & New York	Kioto	B. L.	25, May
San F'co via Manila & Japan &c	China	C. P. R.	27, May
Victoria, B.C., & T'ma via S'hai &c	Panama M.	O. S. K.	27, May
Victoria, V'wer, S'le & P'land	C'shire	J. M. Co.	28, May
Vancouver, &c	E. of India	C. P. R.	28, May
Victoria, V'wer, S'le, T. & P.	Car'shire	J. M. Co.	28, May
Victoria, B.C.S'le via Shanghai &c	Sado M.	N. Y. K.	2, June
New York via Ports & Suez Canal	Indrani	S. T. Co.	5, June
San F'isco via S'hai & Japan &c	Manchuria	P. M. Co.	6, June
Victoria, B.C., T'ma via Japan &c	Seattle M.	O. S. K.	11, June
San F'isco via S'hai & Japan &c	Tenyo M.	T. K. K.	16, June
Victoria, V'wer, S'le & P'land (Or)	Saxonia	H. A. L.	10, June
Victoria, V'wer, S'le & P. (Or)	Andalusia	H. A. L.	31, July
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	1, July
Victoria, V'wer, S'le & P. (Or)	Belgravia	H. A. L.	8, Sept.

AUSTRALIA.

Fremantle	Suisang	J. M. Co.	28, May
Australia	Empire	G. L. Co.	29, May
Australian Ports via Manila	Kumano M.	N. Y. K.	3, June
Australian Ports via Manila	M. & Co.	M. & Co.	13, June
Australia	St. Albans	G. L. Co.	19, June
Australia	Eastern	G. L. Co.	10, July

SINGAPORE, COAST PORTS AND JAPAN

Manila, Manganin, Cebu & Iloilo	Zafiro	S. T. & Co.	22, May
Kobe and Yokohama	Kanagawa M.	N. Y. K.	22, May
Tientsin via Weihaiwei	Cheongsang	J. M. Co.	22, May
Canton	Sosho M.	D. S. Co.	22, May
SHA, Miike, Kobe and Moji	Dunera	D. L. Co.	22, May
Swatow, Amoy and Foochow	Haiyang	J. M. Co.	23, May
Singapore, Penang and Calcutta	Lalsang	O. S. K.	23, May
Tamsui via Swatow and Amoy	Daijin Maru	J. M. Co.	24, May
Shanghai	Waishang	J. M. Co.	24, May
Shanghai & Hankow	Waishang	J. M. Co.	24, May
Shanghai, Kobe and Moji	Namsang	J. M. Co.	24, May
Singapore, Batavia, Cheribon, etc.	Hokuto M.	D. & Co.	25, May
Kobe	Coblentz	M. Co.	26, May
Manila, Cebu & Iloilo	Chinbua	B. & S.	26, May
Shanghai	Shaohsing	B. & S.	26, May
Swatow, Amoy & Foochow	Haiching	D. L. Co.	26, May
Kobe and Moji	Yatsing	J. M. Co.	27, May
Anping, Takao via S'tow & Amoy	Sosho Maru	O. S. K.	27, May
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	28, May
SHA, Tsingtau, Kobe & Y'hama	Goeben	M. & Co.	28, May
Shanghai, Moji, Kobe & Y'hama	Khyber	P. & O.	29, May
Swatow, Amoy and Foochow	Haitan	D. L. Co.	29, May
Shanghai	Eang	J. M. Co.	29, May
Kobe via Shanghai, Yokohama	E. F. F'and	S. W. Co.	30, May
Tamsui via Swatow & Amoy	Daigai Maru	O. S. K.	31, May
Shanghai, Kobe & Y'hama	V. Clotat	M. M. Co.	31, May
Shanghai, Moji, Kobe & Y'hama	P. & O.	P. & O.	End May
Manila, Manganin, Cebu & Iloilo	Rubi	S. T. Co.	1, June
Shanghai	Africa	S. W. Co.	1, June
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	2, June
Kobe and Yokohama	Kitano M.	N. Y. K.	3, June
Bombay via Singapore etc.	Luzon M.	O. S. K.	5, June
Shanghai	Africa	S. W. Co.	5, June
Bombay via S'pore etc.	Java M.	O. S. K.	6, June
Shanghai, Kobe and Yokohama	Preussen	H. A. L.	8, June
Moji, Kobe and Yokohama	Bani M.	D. & Co.	10, June
Kudat and Sondakan	Borneo	M. Co.	12, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18, June
Shanghai, Kobe & Yokohama	C. F. Laibiz	H. A. L.	3, July
Shanghai, Kobe and Yokohama	Senogambia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Batavia, Cheribon, Samarang, &c	Tijhojas	J.O.J. L.	Q. desp.
Japan	Tijlajap	J.O.J. L.	Q. desp.
Shanghai	Tijlajap	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c	Tijlajap	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c	Tijlajap	J.O.J. L.	Q. desp.
Shanghai	Tijlajap	J.O.J. L.	Q. desp.

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From	Vessel
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Vancouver	E. of India

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 14th May.

The C. P. R. s.s. EMPRESS OF JAPAN left Yokohama on the 9th May between 3 & 4 p.m.

The C. P. R. s.s. EMPRESS OF INDIA left Shanghai on the 19th inst. at 4 p.m. and is due to arrive at Hongkong on the 23rd inst. at 10 a.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Kobe on the 19th inst. at 3 p.m. and is due to arrive at Shimizu on the 20th inst. at 5 a.m.

AMERICAN MAIL.

The F.M. s.s. MANCHURIA sailed from Yokohama for Hongkong via Japan ports and Manila on the 17th inst. at noon. The States mail has been transferred to the North German Lloyd's s.s. LUTZOW which is due to arrive at Hongkong on the 26th May.

AUSTRALIAN MAIL.

The I. G. M. s.s. COBLENZ left Sydney on the 2nd inst. at 2 p.m. and may be expected here on or about the 24th inst.

The E. & A. s.s. ST. ALBANS from Sydney etc. arrived at Manila on the 18th and sailed on the 20th inst. for this port and may be expected to arrive here on or about the 23rd inst.

The A. O. Line s.s. CH'NGSHA left Sydney on the 5th inst. for Hongkong (via Queensland ports, Darwin, Singapore and Manila) and may be expected to arrive here on or about 23rd May.

GERMAN MAIL.

The I. G. M. s.s. GOEBEN carrying the German Mail with dates from Berlin of the 29th April, left Colombo on the 17th inst. a.m. and may be expected here on or about the 23rd inst.

MERCHANT STEAMERS.

The N. Y. K. s.s. KITANO MARU (European Line) left London for this port via ports on the 25th Apr. and is expected here on the 3rd June.

The N. Y. K. s.s. TANGO MARU (Australian Line) left Sydney for this port via ports on the 13th May, and is expected here on the 1st June.

The N. Y. K. s.s. COLOMBO MARU (Bombay Line) left Moji for this port on the 18th inst. and is expected here on the 21st inst.

The N.Y.K.s.s. SADO MARU (American Line) left Kobe for this port via ports on the 15th May, and is expected here on the 24th May.

The Ben Line s.s. BENLARI from Leith, Middlebro and London left Singapore for this port on the 14th inst. and may be expected to arrive here on or about the 20th inst.

The s.s. GLENSTRAE passed the Suez Canal on the 12th inst. for Hongkong via Straits.

The I. C. S. N. s.s. NAMSANG from Calcutta is due at Hongkong on the 21st May.

The I. C. S. N. s.s. YATSHING from Calcutta is due at H'kong on the 25th May.

The S. L. s.s. RADNORSHIRE from Portland is due at H'kong on the 23rd May.

The s.s. CITY OF NORWICH left Singapore on the 14th inst. and is due here on the 20th inst. a.m.

The s.s. ZAFIRO left Manila on the 17th inst. and is due here on the 20th inst. at daylight.

The s.s. FERNLEY left Moji yesterday for this port, and is due to arrive here on or about the 23rd May.

The s.s. HELGOLAND will not call at this port homeward bound.

The P. & O. s.s. BORNEO left Singapore for this port on the 18th inst. at 4.30 p.m. and is due here on the 24th inst. at about 7 a.m.

VESSELS IN PORT.

Physa, Br. s.s. 2,129, Patrick, 8th inst. —Fulo Sambo, 2nd inst. Case oil —A. F. Co.

Aki Maru, Jap. s.s. 4,002, J. Noma, 10th inst. —Shanghai, 7th inst. Gen. —N. Y. K.

Laertes, Br. s.s. 1,350, Cr. Wynn, 15th inst. —Saigon, 7th inst. Rice —Chinoce.

Japan, Br. s.s. 3,806, A. Seddon, 12th inst. —Calcutta, Gen. —D. S. & Co.

Elabeth, Ger. s.s. 931, Borg, 14th inst. —Hobow, 13th inst. Salt & Gen. —J. & Co.

Haimun, Br. s.s. 641, J. W. Evans, 15th inst. —Swatow, 14th inst. Gen. —D. L. and Co.

Chunwang, Br. s.s. Matlock, 15th inst. —Bangkok, 9th inst. Rice —J. M. & Co.

Rajaburi, Ger. s.s. 1,700, C. Wolf, 14th inst. —Swatow, 13th inst. Rice & Wood —B. and S.

Teau, Br. s.s. 1,357, J. N. Sidford, 15th inst. —Manila, 13th inst. Gen. —B. & S.

Wosang, Br. s.s. 1,127, J. M. Smith, 15th inst. —Shanghai, 13th inst. Gen. —J. M. & Co.

Challister, Br. s.s. 2,995, 18th inst. —Yokohama, 12th inst. Gen. —D. & Co.

Hue, Fr. s.s. 710, A. Corneliusen, 17th inst. —K. O. Wan, 16th inst. Gen. —A. R. Marry.

Panama Maru, Jap. s.s. 2,397, Shanghai, Gen. —O. S. K.

Sexta, Ger. s.s. 1,643, N. Jensen, 17th inst. —Saigon, 13th inst. Rice —Order.

Shansi, Br. s.s. 1,228, Simons, 16th inst. —Bangkok, 10th inst. Rice —B. & S.

Suisang, Br. s.s. 1,776, H. Simpson, 16th inst. —Moji, 11th inst. Coal & Gen. —J. M. & Co.

Glencore, Br. s.s. Hartnell, 19th inst. —Shanghai, 16th inst. Gen. —J. M. & Co.

Drauf, Norw. s.s. 1,002, J. Bly, 19th inst. —Swatow, 18th inst. Gen. —Chinoce.

Hardings, Br. s.s. 5,457, Comdr. A. Hamilton, 19th inst. —Singapore, 14th inst. —Government.

Kaga Maru, Jap. s.s. 3,307, G. Tabasa, 18th inst. —Shanghai, 13th inst. Gen. —N. Y. K.

Kamor, Norw. s.s. 849, S. S. Muns, 19th inst. —Haiphong, 16th inst. Stone —J. C. J. L.

Loongsang, Br. s.s. 1,903, W. G. G. Leask, 15th inst. —Manila, 15th inst. Gen. —J. M. & Co.

No. 2 Yea Maru, Jap. s.s. 1,712, T. J. Tane, 19th inst. —Wakamatsu, 12th inst. Coal —M. B. K.

Borkum, Ger. s.s. 4,190, H. Grants, 19th inst. —Singapore, 14th inst. Gen. —M. & Co.

Dallin Maru, Jap. s.s. 900, K. Murakami, 20th inst. —Swatow, 19th inst. Sundries —O. S. K.

China, Am. s.s. 4,186, H. Thompson, 19th inst. —San Francisco, 18th ult. Gen. —P. M. & Co.

City of Norwich, Br. s.s. 4,117, J. McMillan, 20th inst. —New York, 4th ult. Case oil & Gen. —S. T. & Co.

Choising, Ger. s.s. 1,021, F. Minkert, 19th inst. —Bangkok, 13th inst. Rice etc. —B. &

Commercial.

Latest Reports on Cotton and Copper.

The following Home market reports are from the Times of April 28:—

Cotton.

Liverpool, April 27.—A good inquiry was reported by holders of spot cotton, consumers being in the market to cover yarn sales while merchants, unable to secure the necessary supplies in the South, are still compelled to cover their commitments here. A fair business was put through in American at a reduction of 1 point in quotations. Middling 7.35d. Brazilian were also in fair request at a decline of 1 point, and a moderate business passed in Egyptian at steady prices. Surats remained quiet but steady. Trading in American futures has been on a broader scale but the undertone was rather more bearish owing to reactionary markets on the other side. Offerings, chiefly of a liquidating character, were, however, abated without much difficulty by leading houses, while short selling was checked by the absence of Southern offers of actual cotton. Trading commenced at a decline of 2½ to 3½ points, and after a small rally values eased off, closing at midday 2 to 3 points below last closing. Fair local buying in the early afternoon covered another small rally, but this was lost under the execution of a few selling orders from America. During the last half-hour prices hardened again on fair trade calling and better late cables from New York, the close being steady at 1½ to 1 points decline. Egyptian futures opened 2 points lower, but became steadier owing to small offerings and some bear closing, final rates being 1 point higher. April, 9.04; May, 9.08; June, 9.18; July, 9.23; August, 9.28; September, 9.31; October, 9.34; November, 9.38; December, 9.42; January, 9.45; and March, 9.50. Tenders, 3,600 bales of American on new docks. The sales were estimated at 10,000 bales, including 500 on speculation and for export. Manchester, April 27.—There is no decrease in the strength of the market, and the general tone continues optimistic. Spinners were quoting Friday's prices and were very firm. Manufacturers' terms represented the full figures taken last week. Grey shittings were in demand for Calcutta and other Indian outlets, but the backing was only on moderate lines. The inquiry for dyed stuffs was less active, and the sales were comparatively equal. Jaconets and light bleaching cloth were in quiet request. The turnover in yarns was not very encouraging either for home use or export.

Copper.

London, April 25.—Dealings have been fairly active with a sharp upward reaction in prices attributed to the better news regarding the Mexican troubles. Prices opened irregular with cash unchanged at 82 5/8, but sellers were much more reserved, and with considerable pressure to cover the market steadily advanced and closed on first change at the highest points recorded, or a gain of 17s. 6d. to 20s. at 84 2s. 6d. cash and 84 5s. three months. The tone in the afternoon was again firm, and the close, after a good business, was firm at 20s. advance, with cash and three months at 84 5s. Total sales 1,500 tons. Settlement prices, 83 10s. Tough and best, 88 15s. Electrolytic, 88 5/8.

South African Ostrich Feathers. In the course of a memorandum drawn up for presentation to the Dominion Royal Commission by a Committee representative of the Oudshoorn Chamber of Commerce, Farmers' and Fruit-growers' Association, and Town Council, it was stated that Oudshoorn holds the position of being the chief ostrich feather producing district in the world. In 1880 the export of ostrich feathers was 103,085 lbs., valued at £283,632. In 1912 it was 970,704 lbs., valued at £2,609,683. Whereas in 1885 there were only 30 ostriches in the Cape Colony, in 1911 there were 746,736 in the Union and 110,578 in Oudshoorn alone.

PRECAUTIONARY MEASURES AGAINST REBELS.

In a recent telegram to the Ministry of War, Feng Kuohang, Tuh of Kiangsu, stated that according to reports from detectives, the rebels have recently one by one returned to Shanghai from Japan because their money is running short and they can no longer afford to live in that country. These predicted criminals are now taking quarters in Hongkew and planning to create disturbances in Kiangsu etc. The Tuh has accordingly established an office at Shanghai to recruit the lights of the rebels for Government services, while detectives are sent to search for and arrest their leaders.—Peking Gazette.

Public Companies

PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given, that the Ordinary Annual General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on Wednesday, 27th May, 1911 at Noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1911.

The Transfer Books of the Company will be closed from the 23rd instant to the 30th instant both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers

Hongkong, 18th May, 1911.

THE "STAR" FERRY CO. LTD.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd. on THURSDAY, the 28th May at 12.30 p.m. for the purpose of receiving the Report of the Directors together with a statement of Accounts to 30th April 1911.

By Order of the Board of Directors.

W. S. BROWN, Secretary.

Hongkong, 1 May, 1911.

Notices

G. R.

THE old Star Ferry Wharf at the end of Salisbury Road, Kowloon, will be opened to the Public from Friday, the 22nd inst.

The Wooden Pier at the South end of Canton Road, Kowloon, generally known as the "Police Pier" will be closed to the Public on and after Friday, the 28th inst.

A. F. CHURCHILL, Director of Public Works, Public Works Office, Hongkong, 19th May, 1911.

Dr. C. L. CHOW.

DENTAL Surgeon
No. 80, Queen's Road
Central, Hongkong

MARTIN'S
APOL & STEEL
PILLS
A French Remedy for all irregularities of the system, such as Pimples, Bores, Itch, etc. It is a truly wonderful medicine, and its use is recommended by the most eminent medical authorities. It is sold in all the principal chemists and druggists. Price 1/6 per box. 1/3 per dozen. 1/12 per gross.

Notices

RADIUM THERAPY

We can Supply
RADIUM BROMIDE
for the treatment of Cancer and Skin Diseases such as Lupus Naevi, Angioma (Port-wine stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., Ltd.
Representing:—
WERNER RUDEBERG & Co.
(Shanghai)
(RADIUM - HEIL - GESELLSCHAFT, m.b.H., Berlin).

RADIUM EMANATION THERAPY

WE herewith beg to inform the Public that we have made arrangements with
Messrs. A. S. WATSON & Co., Ltd.

and
Messrs. THE MEDICAL HALL
to Supply our
SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM - HEIL - GESELLSCHAFT m.b.H. of BERLIN and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin. Clinical literature and further details may be had on application to the above-named Firms:
WERNER RUDEBERG & Co., Shanghai.
Sole Agents for Hongkong and China for the RADIUM-HEIL-GESELLSCHAFT, m.b.H., Berlin.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including—
Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists' Sundries, China Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Piece Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographic & Optical Goods, Provisions and Oilmen's Stores, etc., etc.
Commission 2½ to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Sample Orders from £10 upwards.
Consignment of Produce sold on Account.

WILLIAM WILSON & SONS
(Established 1814)
25, ABchurch Lane LONDON E.

Cable Address: "Annulre" London

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.

Factory at Yau-mat
OFFICE: No. 36, Des Voeux Road, W.
Telephone No. 177 & K. 12.

WE are the leading manufacturers in this class of Goods. Our Fruit & Ginger are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.
London Office—10, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus—equal Gold \$20,000,000

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, and for one year at 4½ per annum, or for shorter periods, at rates which may be ascertained on application.

MAILS RECEIVED AND COLLECTED.
LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available at all the principal cities.

PURCHASE AND SALE of Stocks and Shares effected.
TRAVELLERS CHECKS sold and cashed.

George Hogg, Manager.
Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 18,000,000

Head Office.—YOKOHAMA.

Branches:—
Amoy, Hankow, Hongkong, Shanghai, Canton, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Batavia, Soerabaya, Hongkong, London, New York, San Francisco, Panama, Colon, San Pedro de Macoris, Santiago de los Caballeros, Havana, Pinar del Rio, Matanzas, Cienfuegos, Remedios, Sagua, Sancti Spiritus, Camaguey, Sancti Juan, Sancti Pedro, Sancti Pablo, Sancti Antonio, Sancti Felipe, Sancti Juan de los Rios, Sancti Juan de los Baños, Sancti Juan de los Caballos, Sancti Juan de los Rios, Sancti Juan de los Baños, Sancti Juan de los Caballos.

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 6th April, 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.
Hongkong, 11th April, 1912. [2]

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & Co. General Managers.
Hongkong, 19th March, 1908. [3]

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 A.M. to 5.00 P.M. Every 15 Mins.
5.00 A.M. to 10.00 A.M. " 10 Mins.
10.00 A.M. to 12.00 P.M. " 15 Mins.
12.00 P.M. to 1.00 P.M. " 10 Mins.
1.00 P.M. to 2.00 P.M. " 15 Mins.
2.00 P.M. to 3.00 P.M. " 10 Mins.
3.00 P.M. to 4.00 P.M. " 15 Mins.
4.00 P.M. to 5.00 P.M. " 10 Mins.

NIGHT CARS.
5.00 P.M. to 9.00 P.M. Every 15 Mins.
9.00 P.M. to 11.00 P.M. " 10 Mins.
11.00 P.M. to 12.00 A.M. " 15 Mins.

SUNDAYS.
10.00 A.M. to 12.00 P.M. Every 15 Mins.
12.00 P.M. to 1.00 P.M. " 10 Mins.
1.00 P.M. to 2.00 P.M. " 15 Mins.
2.00 P.M. to 3.00 P.M. " 10 Mins.
3.00 P.M. to 4.00 P.M. " 15 Mins.
4.00 P.M. to 5.00 P.M. " 10 Mins.

NIGHT CARS on Week Days.
5.00 P.M. to 9.00 P.M. Every 15 Mins.
9.00 P.M. to 11.00 P.M. " 10 Mins.
11.00 P.M. to 12.00 A.M. " 15 Mins.

Extra Cars at night.
SPECIAL CARS.
By Arrangement with the Company's Office.
Alexandra Buildings.

USE. C. N.

AND GUARD AGAINST PLAQUE

HONGKONG COMMERCIAL CO., 3 Duddell St.

THE ALEXANDRA CAFE
Cannot be beaten if Equalled
For Bread, Cakes, &c. Fashionary
meals with Wines & Liqueurs

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Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:
Sterling
£1,500,000 at 21—
\$15,000,000

Silver \$17,650,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landale, Chairman.
W. J. Patterson, Esq.—Deputy Chairman.

S. H. Dodwell, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.
F. Lieb, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.
H. A. Siebs, Esq.
Ad. Widmann, Esq.

CHIEF MANAGER:
Hongkong—N. J. Stabb.

ACTING MANAGER.
Shanghai—J. D. Smart.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
A. G. STEPHEN, Acting Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up...Sh. Tael 7,500,000
Head Office.—Shanghai.
Board of Directors—Berlin.

Branches:
Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tsingtau, Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto-Gesellschaft.
Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE, Manager.
Hongkong, 9th Oct. 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000
Subscribed " 1,125,000
Paid Up " 562,500
Reserve Fund " 465,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

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Exchange

Selling
T/T Demand 1/11 1/16
30 d/s 1/11 1/8
60 d/s 1/11 3/16
4 m/s 1/11 1/2
T/T Shanghai 1/11 1/4
Private 80 d/s sight Shanghai 75
T/T Singapore 82 3/4
T/T Japan 84 1/4
T/T India 144
T/T Bombay 144
Demand Bombay 144 1/4
T/T Calcutta 144
Demand Calcutta 144 1/4
Demand India 144 1/4
Demand Manila 94 1/2
T/T San Fco & New York 46 1/2
Demand, New York 47
T/T Java 116 1/2

Subsidiary Coins.
Discount per \$100:
Chinese...20 cts. pieces \$11 3/8 %
Chinese...10 " \$11 7/8
Hongkong...20 " \$8 1/4
Hongkong...10 " \$9 13/16

TO-DAY'S SHARE REPORT.
S-SELLERS SA-SALES B-BUYERS N-NO FINAL

Stocks & Paid up Value. Closing Quotation.
BANKS.
Hongkong & Shanghai \$125 \$810 s.
Cantons \$50 310
North China \$5 \$1140 b.

Unions \$100 \$767 1/2 b.
Yangtzes \$50 \$194
FIRE INSURANCES.
China Fires \$20 \$146 b.
Hongkong Fires \$50 \$369 b.

SHIPPING.
China & Manila \$25 \$81
Douglas Steamship \$50 \$31 s.
Steamboats \$15 \$27
Indo-China (Preferred) \$25 \$65
(Deferred)

"Shell" Transports \$1 \$105 1/2 b.
"Star Ferry" \$10 \$48 s.

REFINERIES.
China Sugars \$100 \$79 b.
Luzon Sugars \$100 \$28

MINING.
Chinese Engineerings \$138/ s.
Trochus \$1 31/3
Rauha \$1 3/8 s.

DOCKS, WHARVES, & COCKPENS.
Kowloon Wharves \$50 \$80 b.
H.K. & W'poo Docks \$50 \$61 b.

Shanghai Docks T. 100 57 1/2
Hongkong Wharves T. 100 T. 94 s.
LANUS HOTELS & BUILDINGS.
Anglo-French Lands T. 100 T. 94

Hongkong Hotels \$50 \$123 1/2
Hongkong Lands \$100 \$112

Humphreys Estates \$10 \$7 1/2 b.
Kowloon Lands \$30 \$44

Shanghai Lands T. 30 T. 90
West Pointe \$50 \$73 b.

Manila M'pole Hotel P. 10 P. 8
Ewos T. 50 T. 120

Shanghai Cottons T. 104
Laou Kung Mow T. 73

Kung Yik \$103 1/2
Hongkong Cottons \$10 \$8 s.

MISCELLANEOUS.
China-Borneo \$12 \$12 s.
Light and Powers \$10 \$10 s.

Do. (Spec. shares) \$1 \$1 s.
China Providents \$10 \$8 1/2 s.
Dairy Farms \$6 \$40 s.

Green Islands \$10 \$6 1/2 s.
Hongkong Electric \$10 \$42 s.
Hongkong Ices \$25 \$190 b.

Hongkong Ropes \$10 \$22 1/2 b.
Langkats g. 10 T50

Morning Post \$25 \$22 b.
Peak Tramway \$10 \$10 b.

Do. (new) \$1 93 cts. s.
Hongkong Electric Trams 8/-

Philippines \$10 \$5 s.
H. Price & Co., Ltd. \$10 \$6

Societe des Pulpes et Papieries du Tonkin paid up \$50 \$20
Benefit \$200

Shanghai-Sumatra T. 20 T. 150
Steam Laundry \$5 \$4 1/2 b.

United Asbestos Oriental Agency, Ltd. \$10 \$9 1/2 b.
United Asbestos Founders Shares \$10 \$300

Union Waterboat \$10 \$20 s.
Weismann, Ltd. \$10 \$20 b.

Watson \$10 \$8 s.
William Powell \$10 \$8 s.

Corrected to 10.30 p.m. May, 1911.
General Brokers & Des Voeux Road Central Tel. and Cable Addresses.
1911 1911 1911 1911 1911 1911 19

THE CUP FINAL.

Incidents in the Liverpool-Burnley Match.

The English Cup final was played at Crystal Palace on April 25. Burnley won by one goal to nil. Before the match began it transpired that alterations had been made in the teams.

Sewell took the place of Dawson in the Burnley goal, the latter not having recovered sufficiently from his recent injury, while in the Liverpool team Ferguson went from left half to centre, Lowe, the captain, who received an injury to his leg last week having to stand down. McKinlay took Ferguson's place.

The teams lined up as follows:

Liverpool.

(Red shirts, white knickers.)

Campbell.

Longworth. Pursell.

Fairford. Ferguson. McKinlay.

Sheldon. Metcalfe. Lacey. Nicholl.

Miller.

O.

Mossorop. Hodgson. Freeman.

Lindley. Nesbit.

(B.C.)

Watson. Boyle (capt.). Halley.

Taylor. Bamford.

Sewell.

Burnley.

(Claret and light blue shirts, white knickers.)

Boyle won the toss, Burnley having the advantage of a slight breeze, but playing with the sun in their faces.

Miller kicked off for Liverpool amid great excitement, but it was the Burnley side which put in anything in the nature of a serious attack.

Boyle passed to Hodgson, and that player made a clever run before shooting over.

Freeman came back in a single-handed attempt to burst through.

His effort, however, was splendidly stopped by Longworth, who completed a dashing clearance by taking the ball from the toes of the Burnley centre-forward amid loud cheering.

Ferguson, who was captaining the Liverpool team, secured from the back's kick and made a fine run, beating two players in succession before transferring to Metcalfe. The latter, however, was pulled up for offside, and the Burnley defence was helped out of an awkward situation.

First Corner.

Lindley secured from the kick, and when challenged by McKinlay, sent along to Nesbit. Pursell was so hard pressed that he had to concede a corner, which, although well placed, was cleared with ease.

A free kick for a foul against Longworth just outside the penalty area gave the great crowd a thrill.

Watson, who took the kick, sent it hard and low towards goal, and once more Pursell had to concede a fruitless corner.

The Liverpool forwards got together in fine style from Campbell's clearance, their pace worrying the Burnley defence for a few moments.

At the Burnley end Sewell muddled badly, presenting Lacey with an open goal. The Irishman, however, was offside, and Sewell escaped. This did not end the escapes of the Burnley goal, for a moment later Taylor saved an almost certain goal by stopping with his face a hard shot when he was standing in the goal mouth.

Suspension of Play.

Play was suspended for a minute while the left back recovered, and when play was resumed Liverpool showed clever long passing. The game was fast without being rough, the halves on either side holding close to the opposing forwards and tackling promptly.

For some time the play was confined to midfield, where it resolved itself into a duel between the rival sets of half-backs.

It was Burnley who first got out of the series of midfield tussles, Freeman receiving a good pass when in the vicinity of the Liverpool goal, only to have the ball taken from his toes by Campbell.

This led up to a continued attack on the part of Lacey, Nicholl, and McKinlay, the outside left sending in such an accurate centre that the Burnley defenders were glad to give away a corner.

Lacey, who was well fed at times by Miller, was displaying

brilliant individual play. Halley, the Burnley right half, having a hard task in looking after him.

Surprise Shot.

It was Lacey who, after working out a good opening, made a fine attempt to score with a surprise shot, which Sewell got down to in clever fashion.

The Liverpool forwards frequently showed up finely, their pace, determination, and combination being frequently displayed. The Burnley defence, however, was very safe, the halves being grim tacklers, while both the backs kicked a long ball.

Some clever combined work enabled Miller to get through, but with a practically open goal in front of him he shot weakly behind. Burnley retaliated by a sharp attack in which Mossorop, Freeman, and Watson took a leading part.

In making a weak clearance from an easy shot Campbell nearly let his side down, for Lindley, following up, made a fine but unsuccessful attempt to score. The corner which followed was cleared after some excitement, and the Liverpool right wing then came away with a nice combined movement.

Metcalfe and Sheldon appeared to have a good understanding, and Sheldon was enabled to drop in a fine centre.

The winger's effort was spoiled by the hesitancy of the inside men, and in a couple of Liverpool rushes which followed only Boyle's cool and resourceful football stood between Burnley and a desperate situation.

Improved Passing.

Although magnificent in defence, the Burnley halves had not up to this point been able to find their forwards with their passes, but they gradually began to have more of the play. Hodgson and Freeman got away, the latter taking a long but ineffective shot at Campbell, an operation which Lindley immediately repeated.

In the movements that followed Watson played brilliantly. First, he engineered an opening for Mossorop, who dashed away in company with Hodgson at a great pace. The Burnley attack looked like meeting with success, when Pursell came across and cleared in magnificent style.

The Burnley left half tested Campbell with a long and difficult dropping shot, which required all the Liverpool goalkeeper's cleverness to deal with. Mossorop had had but few opportunities of displaying his skill, but a couple of centres from him placed the Liverpool defence in a quandary.

Mistick.

A mistick by Pursell let Lindley through, but after a scrimmage the ball was got out of the danger area. Watson narrowly missed the upright with a free kick close in but the Burnley forwards kept the ball so close that they were frequently tackled when they might with advantage have shot.

Sheldon executed a brilliant run which relieved the pressure, and his centre to Miller saw the Liverpool centre shoot hard over the bar.

At the interval neither side had scored. In the second half Metcalfe was worsted in an encounter with the goalkeeper, but the clearance was not a good one. Lacey tried a shot from a difficult angle, which went wide, and from a corner Boyle skied the ball high over the bar. Miller took a long speculative shot which just went over the bar.

Freeman drove the ball into the net breast high, Campbell having no chance whatever of saving. Boyle was injured and retired for two minutes. Liverpool made a determined effort to get on terms, but failed. The King presented the Cup and medals to the winning team.

SILIMPON COAL.

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SANDAKAN & SEBATTIK

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At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

The attention of the Public is called to the alterations in the time of clearance of the following Pillar Boxes:

Times of clearance.
No. 13 at junction of
Caine Rd., 9.25 a.m. & 1.35 p.m.
and Old Bailey, 1.35 a.m. & 3.35 p.m.
No. 20 at junction of
Ladder St., 9.25 a.m. & 1.35 p.m.
and Caine Rd., 1.35 a.m. & 3.35 p.m.

The India, with the mails from London (via Siberia) of Friday and Saturday the 1st and 2nd inst. is due to arrive here to-morrow.
The E. of India with the Canadian Mail, left Shanghai on Tuesday, the 19th inst., at 4 p.m. and is due to arrive here to-morrow.

The Lukow with the American Mail ex Manchuria is due to arrive here on Tuesday, the 26th inst.

MAILS DUE.

Siberian, India, 22nd inst.
Canadian, E. of India, 22nd inst.
American, Lukow, 26th inst.

MAILS VIA SIBERIA.

Left London
April 25
Due Shanghai
May 11.

MAILS CLOSE TO-DAY

Shanghai & North China—Per WOSANG, 21st May, 5 p.m.
Japan via Kobe—Per KANAGAWA M., 21st May, 5 p.m.
Freeman—Per SUSANG, 21st inst., 5 p.m.

TO-MORROW.

Swatow, Amoy and Foochow—Per HAI-YANG, 22nd May 10 a.m.

Shanghai & North China (Europe via Siberia)—Per DEVANHA, 22nd inst., 11 a.m.
To make connection with the Delat steamer leaving Shanghai on Wednesday the 27th inst. at noon.

Hongkong—Per HONG MOH, 22nd inst., 11 a.m.
Amoy—Per HONG MOH, 22nd inst., 11 a.m.

Philippine Islands—Per ZAFIRO, 22nd May, 2 p.m.

Straits & India via Calcutta—Per DIL-WARA, 22nd May, 2 p.m.

Bangkok—Per OHUNANG, 22nd inst., 3 p.m.

Bangkok—Per BENMOHR, 22nd inst., 3 p.m.

Shanghai, North China & Japan via Kobe—Per NAMSANG, 22nd May, 5 p.m.

Swatow, Wei-hai-wai, Chefoo & Tientsin—Per HUICHOW, 23rd inst., 5 p.m.

SATURDAY, 23rd May.

Straits, Borneo, Japan, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Letters posted in all the Pillar Boxes will be included in this contract mail.)—The Parcel mail will be closed on Friday the 22nd inst., 5 p.m.—Per INDIA, 23rd inst., 11 a.m.

Philippine Islands—Per LOONGSANG, 23rd May, 1 p.m.

Japan via Yokohama—Per JAPAN, 23rd inst., 3 p.m.

Wei Hai Wei & Tientsin—Per HUI-CHOW, 23rd inst., 5 p.m.

Shanghai, and North China (Europe via Siberia)—Per KANCHOH, 23rd May, 5 p.m.

Shanghai & N. China—Per KWONG-SANG, 23rd inst., 5 p.m.

Wei-hai-wai & Tientsin—Per CHEONG-SHING, 23rd inst., 5 p.m.

Shanghai, North China & Japan via Kobe—Per NAMSANG, 23rd inst., 5 p.m.

Shanghai & North China—Per WAI-SHING, 23rd inst., 5 p.m.

Holhow, Amoy, and Tientsin—Per HELENE, 23rd May, 5 p.m.

SUNDAY, 24th May.

Swatow—Per HAIMUN, 24th May, 9 a.m.

Swatow, Amoy, Formosa via Taiwan—Per DAIJIN MARU, 24th inst., 9 a.m.

MONDAY, 25th May.

Straits, Batavia, Cherbon, Samarang & Bourabays—Per HOKUTO M., 25th inst., 10 a.m.

TUESDAY, 26th May.

Swatow, Amoy and Foochow—Per HAI-YANG, 26th May, 10 a.m.

Philippine Islands—Per OHINHA, 26th inst., 3 p.m.

Shanghai—Per SHAOHSING, 26th inst., 3 p.m.

Straits & India via Calcutta—Per LAISANG, 26th May, 3 p.m.

WEDNESDAY, 27th May.

Holhow, Hongkong, & Pakhoi—Per KAY-FONG, 27th inst., 8 a.m.

Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per LUTZOW, 27th inst., 9 a.m.

Philippine Islands, Japan via Nagasaki, Yokohama, and South America, via San Francisco—Per CHINA, 27th inst., 10 a.m.

Swatow—Per HAIMUN 27th inst., 10 a.m.

Shanghai, North China, Japan via Nagasaki, Yokohama, and South America, via San Francisco—Per CHINA, 27th inst., 11 a.m.

THURSDAY, 28th May.

Shanghai, North China, Japan via Nagasaki, Yokohama, and South America and Canada via Vancouver (Europe via Siberia)—Per EMPRESS OF INDIA, 28th inst., 10.30 a.m.

Shanghai & N. China—Per ANHUI, 28th inst., 3 p.m.

Shanghai, & North China—Per ESANO, 28th May, 5 p.m.

SHIPPING NEWS.

ARRIVED.

Benlarig, Br. s.s. 2,310, W. Hastie, 20th inst.—Singapore, 14th inst. Gen.—G. L. and Co.
Chingchow, Br. s.s. 1,195, J. Doyle, 21st Kwangyen, Stone, S. T. and Co.
Devanha, Br. s.s. 8,097, H. Hickon, 20th inst.—Bombay, Gen.—P. & O. S. N. Co.

Haiyang, Br. s.s. 1,363, A. E. Hodgins, 20th inst.—Swatow, 19th inst. Gen.—D. L. & Co.
Hanoi, Fr. s.s. 739, Ch. Le Chevalier, 21st inst.—Haiphong, 19th inst. Gen.—A. R. Marty.

Helene, Ger. s.s. 771, J. Jensen, 21st inst. Torrance, 19th inst. Rice—J. & Co.

Hokuto Maru, Jap. s.s. 2,426, K. Ohiba, 20th inst.—Koolung, 18th inst. Gen.—D. & Co.

Hong Moh, Br. s.s. 2,355, R. S. Bainbridge, 21st inst.—Singapore, 15th inst. Gen.—Chinese.

Kanchow, Br. s.s. 1,228, Lavers, 20th inst.—Shanghai, 17th inst. Gen.—B. & S.

Maria Luisa, Aus. s.s. 213, E. J. Cingag, 23th inst.—Manila, 18th inst. Sugar—Mas. ex.

Taintan, Ger. s.s. 1,002, J. Heyenger, 20th inst.—Bangkok, 13th inst. Rice and Gen.—B. & S.

Unaki Maru, Jap. s.s. 2,001, Katayama, 20th inst.—Wakamatsu, 14th inst. Coal—M. B. G. K.

DEPARTED.

May 21.
Taitaro for Batavia
Miyazaki Maru for Kobe
Kwangsi for Hongkong
Rangoon Maru for Kobe via Shanghai
Opiland for Bangkok
Rajah for Sandakan
Teon for Hainan via Manila
Kwang Lee for Shanghai
Feichang for Canton
Bokum for Shanghai
Haimun for Swatow
Hupoh for Saigon
Kijid for Bangkok

CLEARANCES AT THE HARBOUR OFFICE.

May 20.
Hue for Haiphong via K. C. Wan.

May 21.
American for K. C. Wan
Sexta for Singapore via Amoy
Wosang for Shanghai
Loochow for Shanghai
Dewanah for Shanghai
Elsalig for Yokohama via Nagasaki
Kanchow for Canton
Daiten Maru for Dairen via Chefoo
Kwangsang for Canton
Dunera for Milke

PASSENGERS ARRIVED.

For s.s. Taintan from Bangkok—Miss G. Prister, E. H. V. Mayne.

For s.s. Devanha from Bombay etc.—F. A. Raymond, Mrs. Raymond, A. Raymond, Mr. & Mrs. Shaw, Rev. & Mrs. Oliver, Mr. & Mrs. Erickson, Miss Case, Miss McVelly, Miss Smith, O. Hadden, J. M. Bryan, S. W. Stirling, R. Fair, B. Raymond, J. Schurman, Col. Lock, Dunfer, F. S. Rio, T. Latson, Shoo Taw Lam, Shoo Taw Tak, Karadorp, Tam Heng.

SHIPS PASSED THE CANAL.

London, 15th May.
Arrivals from China—Kamo Maru, Gottingen, Teikoku Maru, Yokohama. The following vessels have passed the Canal—Atholl, Helene, Yangtze, Atlantique, Froussac.

London, 19th May.
Arrivals from China—Ambria, Secher, Scandia, Atlantique, Tubingen, Wakamatsu Maru. The following vessels have passed the Canal—Austria, Benlawers, Derflinger, Silesia, Annam.

Oysters, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 21st at 10.55—Pressure has increased considerably over N. China, which is now covered by an anticyclone.
The two northern depressions have merged into one depression, central to the north of Hokkaido.

The southern depression has partially filled up. It is now central over mid Annam.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
Hongkong and Neighbourhood.	S. to E. winds, light to moderate; fair at first, cooler with rain later.
Formosa Channel.	Variable wind, freshening from N.E.
South coast of China (between H.K. and Lamook).	The same as No. 1.
South coast of China (between H.K. and Hainan).	E. winds, moderate.

China Coast Meteorological Register.

21st May, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Weather.
W'atsook	7a	29.73	56	sw	2	b
Nemuro	6a	29.57		sw	1	
Hakodate		29.65		sw	2	
Tokio		29.67		sw	1	
Koshi		29.70		sw	3	
Nagasaki		29.80		sw	3	
Kyushu		29.72		sw	3	
Oshima		29.81		sw	1	
Naha		29.87		sw	2	
Ishijima		29.89		sw	2	
Bonin Is.		29.99		sw	0	
Chefoo		29.97	64	63 nne	5	b
Hankow						
Ichang						
Kiukiang						
Changsha						
Shanghai		30.01	59	nw	1	o
Tientsin		29.70	61	nw	4	ov
Amoy		29.76	71	sw	4	ov
Swatow		29.76	72	90 ne	5	o
Taihu		29.92		e	6	
Taihu		29.98		e	0	
Taiwan		29.83		e	4	
Koshu		29.85		e	4	
Dore		29.85		e	4	
Canton		29.85	79	95 a	1	o
H'kong		29.86	82	84	0	o
G'p'ok		29.84		e	2	o
Macao		29.84	81	sw	2	o
Wuchow						
Pakhoi						
Holhow		29.80	82	sw	4	o
Phanien		29.75	86	sw	2	b
Tourane		29.82	81	sw	4	o
O. St. J.		29.82	81	sw	4	o
Asperri		29.82	78	sw	1	o
Manila		29.81	78	sw	0	o
Lagundi		29.80	74	nw	1	b
Iloilo		29.80	83	e	1	o
Batolo		29.80	85	e	2	o
Cebu		29.84	86	e	2	o
Labuan		29.88	80	e	2	o

T. F. Claxton, Director.

Hongkong, Observatory, May, 21st.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b. blue sky, o. detached cloud, d. drizzling rain, fog, s. gloomy, h. hail, l. lightning, c. overcast, p. passing showers, a. equally, r. rain, s. snow, t. thunder, v. visibility, w. dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous		Day On date On	
at 5 p.m.		a.m. at	
Barometer	29.80	29.85	82
Temperature	86	83	2
Humidity	74	84	—
Wind Direction ...	SW	—	—
Force	2	0	—
Weather	op.	c	—
Rain	—	0.07	—
Highest open sky temperature on the soil			
Lowest " " " " " "			

H.K. Observatory, 21st May.

T. F. CLAXTON, Director.